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Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when Presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

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Fifth Census of Canada, 1911. Areas and population by provinces, districts and subdricts, Vol. I.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1911. Volume 1, Parts A to P, and Vol. 2, Parts Q to Y. Presented 10th January, 1912, by Hon. Mr. White.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, November 20, 1911.. ..*Printed for distribution and sessional papers.*

3. Estimates for fiscal year ended 31st March, 1911. Presented 29th November, 1911, by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

3*a*. Estimates for the fiscal year ending 31st March, 1913. Presented 10th January, 1912, by Hon. Mr. White.. .. ..*Printed for both distribution and sessional papers.*

3*b*. Supplementary Estimates for the fiscal year ending 31st March, 1912. Presented 13th March, 1912, by Hon. Mr. White..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. White, 26th March, 1912.. .. ..*Printed for distribution and sessional papers.*

5. Further Supplementary Estimates for fiscal year ending 31st March, 1912. Presented by Hon. Mr. White, 26th March, 1912.
Printed for distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada for year ended 31st December, 1911. Presented by Hon. Mr. White.
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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada for five years and upwards prior to 31st December, 1911.
Printed for distribution and sessional papers.

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8. Report of the Superintendent of Insurance for year ended, 1911. Presented by Hon. Mr. White, 20th November, 1911.. .. ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1911. Presented by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

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10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 23rd February, *Printed for distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce for the year ended 31st March, 1911. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 10th January, 1912. *Printed for distribution and sessional papers.*

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part III.—Canadian Trade). Presented by Hon. Mr. Foster, 25th March, 1912.. .. ..*Printed for distribution and sessional papers.*

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10*c*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Foster, 7th February, 1912.. .. ..*Printed for distribution and sessional papers.*

10*d*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part V.—Grain Statistics, &c.) Presented by Hon. Mr. Foster. *Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part VI.—Subsidized Steamship Services). Presented by Hon. Mr. Foster, 1st April, 1912.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1911. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented by Hon. Mr. Foster.. .. ..*Printed for distribution and sessional papers.*

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11. Report of the Department of Customs for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 10th January, 1912. *Printed for distribution and sessional papers.*

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12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1911. (Excise, Part I). Presented by Hon. Mr. Nantel, 30th November, 1911.. .. ..*Printed for distribution and sessional papers.*

13. Report Department of Inland Revenue. (Part II.—Inspection of Weights and Measures, Gas and Electric Light). Presented by Hon. Mr. Nantel, 30th November, 1911. *Printed for distribution and sessional papers.*

14. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada, for the year ended 31st March, 1911. Part III.—Adulteration of Food. Presented by Hon. Mr. Nantel, 11th January, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8—*Continued.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1911. Presented by Hon. Mr. Burrell... .. ..*Printed for distribution and sessional papers.*

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15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, for the year ending 1910. Presented by Hon. Mr. Burrell.
Printed for distribution and sessional papers.

15*c*. Report of the Veterinary Director General and Live Stock Commissioner for the year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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16. Report of the Director and Officers of the Experimental Farms for year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
Printed for distribution and sessional papers.

17. Criminal Statistics for the year ended 1910. Presented by Hon. Mr. Doherty.
Printed for distribution and sessional papers.

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18. Return of the Twelfth General Election for the House of Commons, 1911.
Printed for distribution and sessional papers.

18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons, 1911.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

19. Report of the Minister of Public Works, for the fiscal period ended 31st March, 1911. Presented by Hon. Mr. Monk, 1st December, 1911. Vols. I and II.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

20. Report of the Department of Railways and Canals for fiscal year, 1st April, 1910 to 31st March, 1911. Presented by Hon. Mr. Cochrane, 12th January, 1912.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for season of navigation of 1911.
Printed for distribution and sessional papers.

20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 1st February, 1912.
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CONTENTS OF VOLUME 14.

20*c*. Sixth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1911. Presented by Hon. Mr. Cochrane, 29th March, 1912.
Printed for distribution and sessional papers.

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20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

21. Report of the Department of Marine and Fisheries, for the year ending 31st December, 1911. (Marine). Presented by Hon. Mr. Hazen, 22nd January, 1912.
Printed for distribution and sessional papers.

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21*a*. Tenth Report of the Geographic Board of Canada, for year ending 30th June, 1911. Also Appendix Handbook of Indians of Canada.
Printed for distribution and sessional papers.

21b. List of Shipping issued by Department of Marine and Fisheries. Vessels in registry books of Canada, for year 1911. Presented by Hon. Mr. Hazen.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

22. Report of the Department of Marine and Fisheries, 1911. (Fisheries). Presented by Hon. Mr. Hazen, 12th January, 1912.
Printed for distribution and sessional papers.

23. Supplement to the Forty-fourth Annual Report of the Department of Marine and Fisheries for the year ending 31st December, 1910—Marine—Report of the Harbour Commissioners for Montreal, Quebec, &c. Presented by Hon. Mr. Hazen, 22nd January, 1912.. .. ..*Printed for distribution and sessional papers.*

23*a*. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1911. Presented by Hon. Mr. Hazen, 22nd January, 1912.
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24. Report of the Postmaster General for the year ended 31st March, 1911. Presented by Hon. Mr. Pelletier, 24th November, 1911.
Printed for distribution and sessional papers.

25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Rogers, 12th January, 1912.
Printed for distribution and sessional papers.

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25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1910. Vol. II. and IIII.
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25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911.. .. ..*Printed for distribution and sessional papers.*

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25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1910-11.. .. ..*Printed for distribution and sessional papers.*

25*d*. Report of progress of stream measurements for the calendar year 1910.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 19—*Continued.*

26. Summary Report of the Geological Survey Branch, Department of Mines, for calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

26a. Summary Report of the Mines Branch Department of Mines, for the calendar year 1910. Presented by Hon. Mr. Nantel, 11th January, 1912.
Printed for distribution and sessional papers.

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27. Report of the Department of Indian Affairs for the year ended 31st March, 1911. Presented by Hon. Mr. Rogers, 11th January, 1912.
Printed for distribution and sessional papers.

28. Report of the Northwest Mounted Police, for year 1911. Presented by Rt. Hon. Mr. Borden, 10th January, 1912... .. .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for year ended 31st March, 1911. Presented by Hon. Mr. Roche, 30th November, 1911
Printed for distribution and sessional papers.

29*b*. Report of the Secretary of State for External Affairs for the fiscal year ended 31st March, 1911. Presented by Hon. Mr. Roche, 11th January, 1912.
Printed for distribution and sessional papers

30. Civil Service List of Canada, 1911. Presented by Hon. Mr. Roche, 30th March, 1912.
Printed for distribution and sessional papers.

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31. Report of the Civil Service Commission of Canada for the period from 1st September to 31st August, 1911. Presented by Hon. Mr. Roche, 12th January, 1912.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 6th March, 1912.
Printed for distribution and sessional papers.

33. Report of the Joint Librarians of Parliament for the year 1911. Presented by Hon. The Speaker, 16th November, 1911... .. ..*Printed for sessional papers.*

33*a*. Report of the Joint Committee Library of Parliament for year 1911. Presented by Hon. The Speaker, 18th March, 1912.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries in Canada for fiscal year ended 31st March, 1911. Presented by Hon. Mr. Doherty, 10th January, 1912.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Hughes, 8th February, 1912.
Printed for distribution and sessional papers.

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36. Report of the Department of Labour for year ending 31st March, 1911. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*a*. Fourth Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*c*. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1911. Presented by Hon. Mr. Crothers, 10th January, 1912.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 23—*Continued.*

37. Report of the Transcontinental Railway Commission for year ending 31st March, 1911. Presented by Hon. Mr. Cochrane.. ..*Presented for distribution ond sessional papers.*

38. Report of the Department of the Naval Service, foi the fiscal year ending 31st March, 1911. Presented 10th January, 1912, by Hon. Mr. Hazen.
Printed for distribution and sessional papers.

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39. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1911-12. Presented 20th November, 1911, by Hon. Mr. White.
Not printed.

40. Copy of Order in Council, dated 7th August, 1911, *re* "Extra Pay of Officers, and Men serving in the Naval Service of Canada."

Copy of Order in Council, dated 10th August, 1911, *re* "Payment to Ministers of Religion of various denominations for religious ministration to Officers and Men belonging to the Naval Foces of Canada."

Copy of Order in Council, dated 18th October, 1911, *re* "Regulations for the entry of Naval Cadets for the Naval Service."

Copy of Order in Council, dated 25th October, 1911, *re* "Regulations for Courts Martial." Presented 20th November, 1911, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*a*. Copy of Order in Council, dated 7th August, 1911, *re* "Consolidated Allowance in lieu of Lodging, Provisions, Fuel, Light, &c., for the Naval Service of Canada." Presented 29th November, 1911 by Hon. Mr. Hazen.. .. ..*Not printed.*

40*b*. Copy of Order in Council, No. P.C. 2843, dated 16th December, 1911—"Regulations *re* Distinguishing Flag and Pendants to be flown by the Ships of the Royal Canadian Navy." Presented 1st January, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*c*. Copy of Order in Council, dated 27th January, 1912, *re* Gratuities to Widows of Seamen, killed on duty. Presented 8th February, by Hon. Mr. Hazen..*Not printed.*

40*d*. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all Correspondence between His Majesty's Government in Canada and His Majesty's Government in England, subsequent to the last Imperial Conference, concerning the Naval Service of Canada, or in any way connected with it. Presented 15th February, 1912.—*Mr. Lemieux.*
Printed for distribution and sessional papers.

40*e*. Copy of Order in Council P.C., 16/168, dated 27th January, 1912, *re* Daily Rates of Pay and allowances for Bandsmen in the Royal Canadian Navy.—(*Senate*).
Not printed.

40*f*. Copy of Order in Council No. P.C. 186, 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes.—(*Senate.*)..*Not printed.*

40*g*. Copy of Order in Council P.C., 16/168 dated 27th January, 1912, *re* Daily Rates of Pay and Allowances for Bandsmen in the Royal Canadian Navy. Presented 27 February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*h*. Copy of Order in Council No. P.C. 196, dated 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes. Presented 27th February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*i*. Return to an Order of the House of the 5th February, 1912, for a copy of the memorandum of Admiral Kingsmill, dated 9th October, 1911, referred to by the Minister of Marine and Fisheries in answer to a question put to him on the 15th January, 1912. Presented, 11th March, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

41. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended 31st December, 1911, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also, whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

42. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1911, to the 16th November, 1911, in accordance with the Appropriation Act of 1911. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

43. Civil Service Insurance Act. Statement concerning. Presented 20th November, 1912. *Not printed.*

44. Return, in pursuance of Section 16 of the Government Annuities Act, 1908, containing Statement of the business done during the fiscal year ending 31st March, 1911. Presented 21st November, 1911, by Hon. Mr. Foster.. .. ..*Not printed.*

44*a*. Return to an Order of the Senate, dated 8th February, showing:—1. The number of persons who have been appointed to the position of lecturers upon the subject of Annuities under chapter 5, 7-8 Edward VII, "An Act to authorize the issue of Government Annuities for Old Age and Amendments thereto." 2. The names of such lecturers, the amount of salary paid to each, of travelling expenses or payments for any other service rendered in connection therewith. 3. The number of clerks and others employed in connection with the organization and putting into force the provisions of the Annuities Act; and the salaries and wages paid to each one so employed. 4. The total expense incurred in the organization of Annuities Branch of the Public Service, to the end of December, 1911.—(*Senate*).. .. ..*Not printed.*

44*b*. Return to an Order of the Senate, dated 6th February, 1912, showing:—1. The number of annuitants and parties having made payments on account of purchase of same up to the 1st February, 1912. 2. The amount of money paid in to the same date. 3. The number of contracts for annuities entered into in each month from the 1st January, 1911, to the 1st February, 1912. 4. The number of letters received by the officials in charge of the Annuities Branch during same period?—(*The Senate.*).. ..*Not printed.*

45. Report of the proceedings for the preceding year of the Commisioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 24th November, 1911, by Hon. The Speaker.. .. ..*Not printed.*

46. Copies of General Orders promulgated to the Militia for the period between 1st November, 1910, and 2nd November, 1911, inclusive. Presented 24th November, 1911, by Hon. Mr. Hughes.. .. ..*Not printed*

47. Report of the Commission of Conservation on the Water-Powers of Canada. Presented 28th November, 1911, by Hon. Mr. Burrell.. .. ..*Not printed.*

48. Return respecting Trade Unions under Chap. 125, R.S.C., 1906. Presented 30th November, 1911, by Hon. Mr. Roche.. .. ..*Not printed.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (29th November, 1910), submitted to the Parliament of Canada, under Section 32 of Chap. 19, R.S.C., 1906. Presented 30th November, 1911.—*Hon. Mr. Roche*.. .. ..*Not printed.*

50. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White.*
Printed for sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

51. Statements of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White... ..Not printed.*

51*a*. Return respecting work done by Ottawa Improvement Commission for beautifying of Ottawa.—(*Sir Wilfrid Laurier.*) Presented 22nd February, 1912.
Printed for distribution and sessional papers.

51*b*. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, 18th March, 1912.. .. ..*Not printed.*

52. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1911. Presented 30th November, 1911.—*Hon. Mr. White.. .. ..Not printed.*

53. Regulations under "The Destructive Insect and Pest Act."—(*For distribution*). Presented 1st December, 1911.—*Hon. Mr. Burrell*
Printed for distribution and sessional papers.

54. Return of Orders in Council passed regulations and forms prescribed between the 1st October, 1910, and 30th September, 1911, in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61 Revised Statutes of Canada, 1906. Presented 1st December, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

55. Return of Orders in Council passed between the 1st of October, 1910, and the 31st July, 1911, in accordance with the provisions of Section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

55*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 1st December, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

55*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with provisions of Sub-section (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented 1st December, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

55*c*. Supplementary Return of Certain Orders in Council in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908.—(*Senate.*).. .. ..*Not printed.*

55*d*. Supplementary Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 15th November, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 7th February, 1912.. .. ..*Not printed.*

56. Return of Orders in Council passed between the 1st October, 1910, and the 30th September, 1911, in accordance with the provisions of the Forest Reserve Act, Section 19, of Chapter 10, 1-2 George V. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

56*a*. Return of Orders in Council passed between the 1st Oceober, 1910, and the 30th September, 1911, in accordance with the provisions of the Rocky Mountain Park Act, Section 5 of Chapter 60, Revised Statutes of Canada. Presented 1st December, 1911. —*Hon. Mr. Foster.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

57. Return (in so far as the Department of the Interior is concerned) of Copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 5th December, 1911.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

58. Statement of Expenditure as bounty to deep-sea fishermen for the year 1910-11, pursuant to Chapter 46 of the Revised Statutes of Canada, 1906, intituled: "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels." Presented 5th December, 1911.—*Hon. Mr. Hazen*.. .. ..*Not printed.*

59. Communication from the Right Honourable Baron Strathcona and Mount Royal, G.C.M.G., &c., on the subject of cheaper transmission of press cablegrams, &c.—(*Sessional papers*). Presented 7th December, 1911.—*Hon. Mr. Borden.*
Printed for sessional papers.

60. Report of the Commissioner, Dominion Police Force, for the year 1911. Presented 10th January, 1912.—*Hon. Mr. Doherty*.. .. ..*Not printed.*

61. Return to an Order of the House of the 27th February, 1911, showing all Statutes, regulations, reports and proceedings in the courts of the United States or in the counts of any of the respective States, and all other documents, papers and information of every kind touching or concerning the methods and operations of the meat trust and other trusts and combines in the United States, and touching the results both to the producer and to the consumer of such methods and operations, including all departmental proceedings and reports and other proceedings and reports of the Government of the United States or of any department thereof with respect to the matters aforesaid, and in general all available information in respect to the operations of such trusts and combines in the United States. Presented, 10th January, 1912.—*Mr. Meighen*... .. ..*Printed for sessional papers.*

62. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, letters, telegrams, and other documents in connection with the acceptance of a tender of the McDiarmid Company, Limited, for the construction of the Moosejaw public building, and the cessation of all construction thereof. Presented 10th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

62*a*. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the proposed erection of a public building in the town of Aurora. Presented 10th January, 1912.—*Mr. Armstrong (York)*.. .. ..*Not printed.*

63. Return to an Order of the House of the 30th December, 1911, for a detailed statement of the expenses incurred and paid for the Exposition at Paris in 1900, under the title of payments of the Colonial Committee for space, &c., $87,000 (*See* report of the Auditor General, 1899,D—15). Presented 10th January, 1912.—*Mr. Paquet.*
Not printed.

64. Return to an Order of the House of the 6th December, 1911, showing the expenditure for printing pamphlets, circulars and literature with a view to promoting immigration to Canada during each of the years from and including 1900 to 1911; and the expenditure in the interests of each province for printing pamphlets, circulars and literature entirely devoted to each province during each of the years from and including the year 1900 to 1911; and also, whether the printing was done by contract or under what arrangement and the rate charged. Presented 10th January, 1912.—*Mr. Sutherland*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

64a. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all Orders in Council and other papers relating to the appointment of Arthur Hawkes as a special commissioner in the immigration branch of the Interior Department. Presented 10th January, 1912.—*Mr. Oliver... .. ..Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st December, 1911, appointing Messieurs Alfred Bishop Morine, Guillaume Narcise Ducharme and Richard Stuart Lake, a Royal Commission to investigate and inquire into the operation of the various departments of the government, with a view to securing increased efficiency and a more thorough organization and co-ordination in the said departments. Presented 10th January, 1912.—*Rt. Hon. Mr. Borden.. .. ..Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 29th January, 1912, relative to the appointment of two commissioners, namely: Mr. F. C. Gutelius, C.E., of Montreal, and Mr. George Lynch Staunton, K.C., of Hamilton, to investigate all matters bearing on the actual construction of the National Transcontinental Railway between Moncton and Winnipeg. Presented 6th February, 1912.—*Hon. Mr. Cochrane.*
Not printed.

65b. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 12th February, 1912, appointing the Hon. Sir William Ralph Meredith, Chief Justice of the Common Pleas Division of the High Court of Justice of Ontario, a commissioner to inquire into all the circumstances connected with the organization, management, operation and failure of the Farmer's Bank of Canada. Presented 13th February, 1912.—*Hon. Mr. White.*
Not printed.

66. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the interpretation and enforcement of the duties on lumber, together with a copy of all instructions or other communications addressed by circular or otherwise to Collectors of Customs, and a copy of any minute or minutes or rulings or decisions of the Board of Customs during the year 1911. Presented 10th January, 1912.—*Mr. Knowles... ..Not printed.*

67. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st November, 1911, providing for the transfer of the Government Annuities Branch from the Department of Trade and Commerce to the Post Office Department. Presented 10th January, 1912.—*Hon. Mr. Pelletier... .. ..Not printed.*

68. Return relating to lands sold by the Canadian Pacific Railway Company during the year which ended the 1st October, 1911. Presented 11th January, 1912.—*Hon. Mr. Rogers.. .. ..Not printed.*

68a. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the "Irrigation Block" of the Canadian Pacific Railway Company in the province of Alberta, sold by that company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.. .. ..*Not printed.*

68b. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the province of Alberta, sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

69. Return to an Order of the House of the 4th December, 1911, for a copy of all agreements between the Minister of Railways of Canada and any of the Brotherhood Unions or organizations of the employees of the Intercolonial Railway since 1898. Presented 15th January, 1912.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

70. Return to an Order of the House of the 29th November, 1911, showing:—1. What persons were appointed to positions in the several departments between the date of the dissolution of the last parliament and the 31st September last. 2. On whose recommendation such appointments were made, and the salary attached to each position. 3. What appointments were made in the several departments between the 21st day of September last and the date of the resignation of the Laurier Ministry, on whose recommendation in each case and the salary of each appointee. Presented 15th January, 1912.—*Mr. Edwards*.. .. ..*Not printed.*

70*a*. Return to an Order of the House of the 22nd January, 1912, for a Return showing how many appointments have been made in the Department of Public Works and Post Office since the 7th day of October, 1911, in the inside service, and in the outside service respectively. Presented 12th February, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

71. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all documents, &c., necessary to bring up to date the statement regarding the matters covered by Sessional Paper 109 of the Session of 1910-11 in reference to Canadian-Australain Trade.—*Mr. Ames.*
Printed for distribution and sessional papers.

71*a*. Return to an Order of the House of the 10th January, 1912, for a copy of all papers and correspondence relating to the negotiations that have been opened by the government for improved trade arrangements with the British West Indies and British Guiana. Presented 26th January, 1912.—*Mr. Murphy.*
Printed for distribution and sessional papers.

72. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence consisting of letters or telegrams, between the Salisbury and Harvey Railway Company or any officer thereof or any person, and the Minister of Railways or any other member of the government or any other person, and the Minister of Railways and Canals, relating to the re-opening of that portion of the railway of the said company between Hillsborough and Albert, and the supplying of rails and other materials for the purpose of repairing and improving the same, and also, of any Orders in Council, agreements and other documents relating thereto. Presented 15th January, 1912.—*Mr. Pugsley*.. .. .. ..*Not printed.*

72*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Hudson Bay Railway, and of all orders suspending work on the same. Presented 15th January, 1912.—*Mr. Neely*.. .. ..*Not printed.*

72*b*. Return to an Order of the House of the 29th November, 1911, for a statement showing the amount of money paid by the Dominion Government to each of the railways in the provinces of Manitoba, Saskatchewan, Alberta, British Columbia and in the Northwest Territories by way of subsidies, and adding thereto the value of lands given as subsidies on the basis of one dollar per acre. Presented 15th January, 1912.—*Mr. McCraney*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

72*c*. Return to an Address to His Royal Highness the Governor General 30th November, 1911, for a copy of all Orders in Council, petitions, telegrams, letters, agreements, correspondence and all other documents generally in connection with the proposed branch line or lines of railway to connect Montreal with the National Transcontinental Railway. Presented 15th January, 1912.—*Mr. Lapointe (Montreal)* *Not printed.*

72*d*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Transcontinental Railway Station at Quebec, and all orders suspending work on the same. Presented 15th January, 1912.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

72*e*. Statement of work done on the National Transcontinental Railway—Eastern Division —to 31st December, 1911, and estimate of cost of completion. Presented 16th February, 1912—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*f*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents and of all the correspondence exchanged between A. E. Doucet, district engineer, on district B of the Transcontinental Railway, and of all other persons, relating to the selection of sites for railway stations in the parishes of St. Damien and St. Cajetan d'Armagh, in the county of Bellechasse. Presented, 18th March, 1912.—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*g*. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of all minutes of proceedings, records, orders, instructions or other writings made and had, or given or authorized to be made, had or given by the Board of National Transcontinental Railway Commissioners, from the date of the appointment of Mr. R. W. Leonard, as a member of the said Board and chairman thereof, to the present date; also of all letters, telegrams, instructions or other documents made or had or passed, since the said appointment, by and between the Minister of Railways and Canals, or other members of the government, or by any person by authority of the government, and the said Chairman of the Board of National Transcontinental Railway Commissioners, or the Secretary of said Board; also of any Orders in Council relating to the appointment of an asistant chairman or an assistant to the chairman of said Board, together with a copy of all letters, papers. instructions or documents relating thereto; as well as a statement of all payments of monies in the way of salaries or compensation made to the incumbent of the office of assistant chairman or assistant to the chairman of said Board, and of all papers, letters or instructions made, written or received by the said minister or the said chairman, relating to or in any way connected with the payment or authorization of said salary or compensation. Presented 20th March, 1912.—*Hon. Mr. Cochrane.* *Not printed.*

72*h*. Interim Report of the Commissioners of the Transcontinental Railway, being for the nine months ended 31st December, 1911. Presented 22nd March, 1912, by Hon. Mr. Cochrane.. .. ..*Not printed.*

73. Return to an Order of the House of Commons of the 29th November, 1911 (so far as the Department of Agriculture is concerned), for a copy of all letters, telegrams, memorials, resolutions and other documents in the hands of the government, or any department thereof, in connection with the taking of the census in the city of Regina, and all complaints and protests in connection with the same; also, all departmental instructions, memoranda, reports and other documents. Presented 15th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

74. Return showing:—1. The number of messengers in the House of Commons during the last session of the last parliament. 2. The names of the said messengers and the dates of their respective appointments. 3. The number of these messengers who have been relieved from service, their names, at whose request, for what reasons and on what date. 4. By whom have they been replaced. 5. Where are the residences of the new messengers and by whom were they recommended. 6. How many French Canadians hve been dismissed nd by whom have they been replaced. Presented 17th January, 1912.—*Hon. Mr. Speaker*.. .. ..*Not printed.*

75. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1911. Presented 17th January, 1912, by Hon. Mr. Roche.. .. ..*Not printed.*

76. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all correspondence with and from the Secretary of State for the Colonies, or other minister of the Imperial government, in relation to the passage of legislation providing for uniformity in naturalization throughout the empire since the sittings of the Imperial Conference in June last. Presented 19th January, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

77. Return to an Address to His Royal Highness the Governor General of the 7th December, 1910, for a copy of the Report of the Imperial Defence Committee of the Privy Council in England concerning the defence of the empire, communicated to the Canadian Government, and of the despatches and correspondence exchanged between the Imperial and the Canadian Governments relating to the said report. Presented 22nd January, 1912.—*Hon. Mr. Monk*.. .. ..*Not printed.*

78. Return called for by Section 88 of Chapter 62, R.S.C., requiring that the Minister of the Interior shall lay before parliament, each year, a Return of liquor brought from any place out of Canada into the Territories, by special permission in writing of the Commissioner of the Northwest Territories. Presented 22nd January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

79. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, resolutions, telegrams and other communications or memorials in connection with the removal from the Moosejaw Land Office, of John Rutherford, lands agent, and the appointment (either temporary or permanent) of a new incumbent of the office. Presented 23rd January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

79*a*. Return to an Order of the House of the 15th January, 1912, for a copy of all letters, telegrams, reports, papers and correspondence, petitions or memoranda presented to the Government, or the Department of Public Works, or any official thereof, in connection with the dismissal of Captain Peter Decoste from the dredge *Cape Breton*. Presented 26th January, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*b*. Return to an Order of the House of the 17th January, 1912, for a copy of all petitions, letters, telegrams and other documents in the possession of the Department of Public Works relating to the dismissal of Roderick Sutherland, caretaker of the public building at Canso, Nova Scotia. Presented 26th January, 1912.—*Mr. Sinclair.* *Not printed.*

79*c*. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, reports or other documents, relating to the removal from office of Mr. Eugene Baldwin, late of the Customs Service at Coaticook, Quebec. Presented 30th January, 1912. —*Mr. McLean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*d*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, letters, petitions, reports, recommendations, declarations, proceedings of inquiry and all other documents relating to the dismissal of Médric Picotte as messenger of the House of Commons and the appointment of his successor, Henry Coffin. Presented 7th February, 1912.—*Mr. Seguin*.. .. ..*Not printed.*

79*e*. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all letters, complaints, charges, telegrams, petitions, memorials, Orders in Council or other documents in the possession or under control of the government, relating to the dismissal of William A. Hattie, from the position of Preventive Officer at Mulgrave, Nova Scotia, and relating to the appointment of a man to fill the vacancy caused by such dismissal. Presented 12th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*f*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, complaints, telegrams, evidence, reports, or other papers, relating to charges against Robert Leithead, James Blair, Duncan Gillis and Calvin McKenzie, all employees of the Intercolonial Railway in the county of Pictou, for partizanship and to the investigation of said charges. Presented 14th February, 1912.—*Mr. Macdonald*..*Not printed.*

79*g*. Return to an Order of the House of the 24th January, for a copy of all letters, telegrams and all other documents, and of all complaints and charges, in any way relating to the suspension of Joseph Venoit, checker on the Intercolonial Railway at Pictou, Nova Scotia. Presented 14th February, 1912.—*Mr. Macdonald*...*Not printed.*

79*h*. Return to an Order of the House of the 7th February, 1912, for a copy of all charges, letters, and other documents relating to complaints against John Connolly, of New Glasgow, coal inspector, for partizanship, the evidence taken in the investigation before H. P. Duchemin, and all other papers in connection therewith. Presented 14th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*i*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, complaints, charges or other documents in the possession of the Department of Customs relating to the dismissal of S. M. Ferguson, Preventive Officer at Oyster Ponds, county of Guysborough, Nova Scotia, and relating to an appointment of a man to fill the vacancy cause by such dismissal. Presented 19th February, 1912. —*Mr. Sinclair*.. .. ..*Not printed.*

79*j*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, letters, telegrams or other documents relating to the dismissal of P. J. Veniot, Collector of Custotms at Bathurst, New Brunswick, and the appointment either permanent or temporary of his successor. Presented 19th February, 1912.—*Mr. Turgeon*.. .. ..*Not printed.*

79*k*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of Luke Day, (of the Department of Public Works), of North Sydney, Cape Breton. Presented 19th February, 1912.—*Mr. McKenzie*.. .. .. ..*Not printed.*

79*l*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence addressed to the Minister of Public Works in connection with the dismissal of George T. Harbour, superintendent of the work at the deep water wharf at Gaspé. Presented 22nd February, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*m*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of D. McDonald, Esquire, M.D. (of the Department of Indian Affairs), of Baddeck, Cape Breton. Presented 26th February, 1912.—*Mr. McKenzie*..*Not printed.*

79*n*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, requests, complaints, or other documents in the possession of the government, or any department thereof, relating to the dismissal of George Cavanagh from the Customs Service at New Glasgow, Nova Scotia. Presented 27th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*o*. Return to an Order of the House of the 14th February, 1912, for a copy of all charges, letters and documents of every kind with respect to the dismissal of John W. Bohan from the position of Preventive Customs Officer at Bath, in the county of Carleton, province of New Brunswick; also, a copy of all references for an investigation on any charges, if any, and a copy of all evidence adduced thereat, together with the recommendation of the official making such investigations. Presented 27th February, 1912.—*Mr. Carvell*.. .. ..*Not printed.*

79*p*. Return to an Order of the House of the 19th February, 1912, for a copy of all papers, letters, documents, &c., relating to the dismisasl of Hector Hamel, assistant appraiser at the Montreal Custom House; and also, relating to his subsequent appointment as preventive officer. Presented 27th February, 1912.—*Mr. Lemieux.* *Not printed.*

79*q*. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, Orders in Council, reports or other documents in the possession of the Department of Customs relating to the dismissal of Lyman C. Smith from the Customs Collectorship at Oshawa, Ontario. Presented 27th February, 1912.—*Mr. Sinclair*.. .. .. ..*Not printed.*

79*r*. Return to an Order of the House of the 5th February, 1912, for a copy of the petitions forwarded to the Minister of Public Works praying for the dismissal of Michael Campeau, and the appointment of Honoré Paquette, as caretaker of the Postal Station in Laurier Ward, Montreal. Presented 1st March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

79*s*. Return to an Order of the House of the 19th February, 1912, for a copy of all documents, letters, telegrams, requests, reports, recommendations and correspondence, regarding the removal or dismissal of Alexander R. McAdam, Fishery Officer for the county of Antigonish, and the appointment of a successor to him Presented 4th March, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*t*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, correspondence, petitions, recommendations, complaints and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Fishery Guardians in the county of Guysborough, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*u*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges, or other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Edward Kelly from the position of engineer at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*v*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges or other documents in the possession of the Marine and Fisheries Department relating to the dismissal of David S. Hendsbee from the position of weigher at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*w*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shurtleff, relating to the dismissal of Anson Sheltus, of St. Armand Station, county of Missisquoi, a Preventive Officer of the Customs Department. Presented 5th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

79*x*. Return to an Order of the Senate dated the 30th January, 1912, calling for copies of all letters, papers or other documents in the hands of the government relating to the proposed removal of John Park, postmaster at Orangeville, Ontario.—(*Senate.*)

79*y*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, telegrams, recommendation and memoranda relating to the dismissal of James McPhee as Customs Officer at West Bay, Nova Scotia, and the appointment of a successor. Presented 6th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*z*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and memoranda relating to the dismissal of Allan Kennedy as General Government Telegraph Repairer, Inverness county, and the appointment of his successor. Presented 7th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*aa*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Wenceslas Lebel, of Kamouraska, as preventive officer of the Customs Department. Presented 12th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*bb*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, complaints, charges and other documents connected with or giving any information as to the discharge of Thomas Hale, of Westville, Nova Scotia, as correspondent for the *Labour Gazette.* Presented 12th March, 1912.—*Mr. Macdonald*.. ..*Not printed.*

79*cc*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, petitions, charges, complaints and other documents in the possession of the government or any department thereof, relating to the dismissal of William A. Gerrior, customs preventive officer at Larry's River, N.S., and to the appointment of his successor. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

77*dd*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Auguste Hibert as postmaster at St. Pascal, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ee*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Luc Lizotte as postmaster at St. Pacome, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ff*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints or other dcuments in the possession of the Post Office Department, relating to the dismissal of Captain Alex. Roberts, postmaster at Canso, N.S., and the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*gg*. Return to an Order of the House of the 12th February, 1912, for a copy of all documents, reports, letters, complaints, &c., relating to the dismissal in 1896, of H. St. Amour, postmaster at St. Amour, county of Prescott, and the appointment of his successor. Presented 19th March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*hh*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, complaints or other documents relating to the dismissal of W. H. Harris, postmaster, at White Head, N.S., and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*ii*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents in the possession of the Post Office Department relating to the proposed dismissal of James McGrath, postmaster at Aspen, Nova Scotia. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*jj*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, letters, &c., relating to the dismissal of Louis Girard, postmaster at Ste. Anglèle de Mêrici, county of Rimouski, and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Lapointe* (*Kamouraska*). *Not printed.*

79*kk*. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, reports or other documents relating to the removal from office on 1st May, 1903, of John Fraser, postmaster of Stellarton, Nova Scotia. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ll*. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of all petitions, requests, letters, recommendations, Orders in Council or other papers or documents in the possession or under the control of the Honourable the Postmaster General or the Post Office Department, relating to the dismissal of John M. Rogers, postmaster at East Roman Valley, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*mm*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence and papers in connection with the appointment and subsequent dismissal of Eugene Guimond, as postmaster at St. Angele, county of Rimouski. Presented 20th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*nn*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dougald R. Boyle, officer at West Arichat, Nova Scotia, and of all correspondence and telegrams between the Department of Marine and Fisheries or any official thereof and any other person in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*oo*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dr. J. R. McLeod, port physician at Port Hawkesbury, N.S., the evidence taken before H. P. Duchemin in support of such charges, and his report on the same, and of all correspondence and telegrams between the said H. P. Duchemin and the Department of Marine and Fisheries or any official thereof in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*pp*. Return to an Order of the House of the 4th March, 1912, for a copy of all documents, correspondence, inquiries, accusations, petitions and reports in the Department of Railways and Canals, referring to the dismissal of Mr. Theophile Morice, an officer over the delivery of the coal of the Intercolonial Railway at Rivière du Loup. Presented 21st March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*qq*. Return to an Order of the House of the 24th January, 1912, for a copy of all letters, requests, petitions, telegrams, complaints or charges received by the Post Office Department since 10th October, 1911, relating to the postmaster at Glenelg, N.S. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*rr*. Return to an Order of the House of the 18th March, 1912, for a copy of all letters, telegrams, complaints and other documents, relating to charges against Jas. W. Matheson, I.C.R. trackman at Meadowville, Pictou county, N.S., of the evidence taken and other proceedings of the investigation held on said charges, the reports thereon and of all representations in regard to the case from the Brotherhood of Trackmen. Presented 22nd March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ss*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, petitions, reports, charges or other documents in the possession of the Post Office Department relating to the dismissal of J.D. McFarlane, postmaster at Southwest Margaree, Nova Scotia, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*tt*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers and correspondence in connection with the removal of the postmaster at Rathburn, township of Mara, county of Ontario, and the change of the location of the post office at said point. Presented 22nd March, 1911.—*Mr. Pardee*.. .. ..*Not printed.*

79*uu*. Return to an Order of the House of the 6th March, 1912, for a copy of all papers, complaints, letters and other documents connected with or relating to the dismissal of John McLeod as postmaster at Denmark, Colchester county, N.S., and the appointment or suggested appointment of D. McLeod to the vacancy. Presented 22nd March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

79*vv*. Return to an Order of the House of the 28th February, 1912, for a copy of all documents, letters, requests, reports and recommendations in the possession of the Post Office Department, relating to the dismissal of Doué Daoust, postmaster at Alfred, county of Prescott, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*ww*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, papers, inquiries, letters, &c., relating to the dismissal of Thomas Dionne, as postmaster of Cacouna, also the dismissal of Miss Saindon, of Cacouna, and the reinstallation of the said Thomas Dionne in the post office at Cacouna. Presented 22nd March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

79*xx*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, recommendations, &c., relating to the request that was made to the Post Office Department for the dismissal of the postmaster at St. Anaclet, county of Rimouski. Presented 22nd March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*yy*. Return to an Order of the House of the 13th March, 1912, for a copy of all letters, papers, documents, memoranda, telegrams and correspondence relating to the resignation of Donald E. McLean, late postmaster at Inverness, N.S. Presented 25th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*zz*. Return to an Order of the House of the 26th February, 1912, for a Return showing the number of postmasters removed from office in Shefford county since the 1st October, 1911; their names, post office addresses, dates of dismissal, reasons therefor, name of complainant in each case, names of new postmaster appointed to replace them;

CONTENTS OF VOLUME 24—*Continued.*

the charges laid against the dismissed postmasters, and whether charges were investigated before their removal from office; dates of different investigations, by whom held and was the accused postmaster present at said investigations in each case; names of any other postmasters in said county who may have charges laid against them; their names, offices, names of complainants in each case and nature of the complaints; will charges be investigated before the accused postmasters are removed from office; application made for these offices and name of applicant in each case. Presented 25th March, 1912.—*Mr. Boivin*.. .. ..*Not printed.*

79*aaa*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Arthur Brymer, fishery officer at L'Ardoise, N.S., and of all telegrams and other communications between the Minister of Marine and Fisheries, or any other officer of his department, and any other persons having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*bbb*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Lawrence G. Power, Superintendent of the Lobster Hatchery at Arichat, N.S., and of all letters, telegrams and other communications between the Minister of Marine and Fisheries or any officer in his department, and any other person, having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*ccc*. Return to an Order of the House of the 13th March, 1912, for a copy of all papers, corrspondence, telegrams, &c., concerning the dismissal of Joachim Godbout, lighthouse keeper at St. Laurent, Isle of Orleans, county of Montmorency. Presented 25th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*ddd*. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers and other documents concerning the proposed investigation against P. L. St. Pierre, postmaster at St. Paul d'Abbottsford, county of Rouville, Que. Presented 27th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*eee*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and of every other document in the possession of the Post Office Department relating to the dismissal of Doctor H. Dupre as postmaster of St. Robert, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*fff*. Return to an Order of the House of the 22nd January, 1912, for a tabulated statement showing the number of dismissals in the Post Office Department since the first day of October, 1911, in the nine provinces of the Dominion. Also, the names of the postmasters so dismissed, the locality, the cause of dismissal, the names of the petitioners praying for such dismissal in each case, and the names of the petitioners opposing said dismissals. Presented 27th March, 1912.—*Mr. Lemieux*...*Not printed.*

79*ggg*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry, and of every other document in the possession of the Post Office Department relating to the dismissal of Madam, the widow of Antoine St. Martin, as postmistress at St. Louis de Bonsecours, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*hhh*. Return to an Order of the House of the 24th January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Joseph Moreau, as postmaster at St. Germain, Kamouraska, in the year 1905. Presented 27th March, 1912.—*Mr. Lapointe*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*iii*. Return to an Order of the House of the 20th March, 1912, for a copy of all papers, telegrams, letters, petitions and affidavits, relating to the dismissal of George Bourgoin, employed as statistician on the Lachine canal, also of all letters exchanged between the Minister of Public Works and the Minister of Railways and Canals concerning said dismissal. Presented 28th March, 1912.—*Mr. Lemieux.. ..Not printed.*

79*jjj*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Louis Dechesne, an employee of the Marine Department, on the river Ouelle wharf, county of Kamouraska. Presented 29th March, 1912.—*Mr. Lapointe.. ..Not printed.*

79*kkk*. Return to an Order of the House of the 18th March, 1912, for a copy of all charges against A. M. Hatfield, fishery overseer of the county of Yarmouth, N.S., and of all letters, telegrams, and any other communications between the Minister of Marine and Fisheries or any officer of his department, and any other person, having reference to the same, in relation to the appointment of Mr. Hatfield's successor. Presented 30th March, 1912.—*Mr. Law.. .. ..Not printed.*

79*lll*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and every other document whatsoever, relating to the dismissal of Mr. J. O. Dauphiuais as postmaster of Sorel, county of Richelieu, and also of all letters, requests or other documents relating to the appointment of the new postmaster at Sorel. Presented 30th March, 1912.—*Mr. Cardin.. .. ..Not printed.*

79*mmm*. Return to an Order of the House of the 11th March, 1912, for a copy of all documents, letters, papers, requests, inquiries and reports respecting the dismissal of Mr. Joseph Cloutier, postmaster of St. Adolphe de Dudswell. Presented 30th March, 1912. —*Mr. Tobin.. .. ..Not printed.*

80. Return to an Order of the House of the 17th January, 1912, showing:—1. The quantity in tons of anthracite dust and Culm coal imported into Montreal during the year 1911. 2. The quantities of the same imported into other ports of the province of Quebec during the year 1911. 3. The duty collected on this product, if any, under the ruling of the Customs Department; the rate of duty and amount collected. 4. The value of said product as imported and entered at Montreal and the other ports. 5. The quantity in tons and the value of bituminous slack coal imported during the year 1911 into the port of Montreal and the various other ports, respectively, in the province of Quebec, and the duty collected thereon. Presented 25th January, 1912.—*Mr. Macdonald.. .. ..Not printed.*

81. Return to an Order of the House of the 15th January, 1912, showing the quantities, the different kinds as far as practicable, and prices of all boots and shoes imported into Canada during each of the fiscal years ending respectively 31st March, 1908, 1909 and 1910, together with the several countries from which the same were imported, giving the quantities, &c., from each country for each year. Presented 2nd February, 1912.—*Mr. Carvell.. .. ..Not printed.*

82. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all the correspondence between the Prime Minister of Canada, or any member of the Government, and Messieurs Fielding and Paterson, during the time the latter gentlemen were in Washington last year, on the subject of the negotiations for a Reciprocity Treaty between Canada and the United States. Presented 2nd February, 1912—***Mr. Bradbury***.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

82*a*. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all correspondence from the 1st day of January, 1910, to the 1st October, 1911, between the Right Honourable James Bryce, British Ambassador at Washington, and the Government of Canada, or any member thereof with reference to the negotiations for Reciprocity Treaty between Canada and the United States. Presented February, 1912.—*Mr. Bradbury.*
Printed for distribution and sessional papers.

83. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of the letters patent relating to the office of Governor General of Canada, of the Commission issued to the present Governor General, and of the instructions accompanying the same. Presented 2nd February, 1912.—*Mr. Macdonald.*
Printed for sessional papers.

84. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of the treaty between Great Britain, the United States and Russia for the suspension of pelagic sealing, and all correspondence regarding the same from the initial negotiations to the present day. Presented 5th February, 1912. —*Sir Wilfrid Laurier*.. .. ..*Printed for sessional papers.*

85. Return to an Order of the House of the 22nd January, 1912, showing whether the government or the Montreal Harbour Commission purchased any cement for its different works, from the 1st January, 1905, to the 21st September, 1911; if so, from whom purchased; the price paid, and were tenders called for before purchasing. Presented 5th February, 1912.—*Mr. Boulay*.. .. ..*Not printed*

86. Copy Fifth Report of the Commission for the Demarcation of the Meridian of the 141st Degree of West Longitude.—(*Senate*).. .. ..*Printed for sessional papers.*

87. Return to an order of the House of the 22nd January, 1912, showing:—1. How many farm labourers and domestic servants have been placed by each employment agent in Eastern Canada, or whom a commission has been paid, during each of the years 1907, 1908, 1909, 1910, 1911, and up to date in the month of January, 1912. 2. The total amount of commission paid to each of such agents in each of the years mentioned, and the counties and provinces in which they are located. Presented 5th February, 1912.—*Mr. Sutherland*.. .. ..*ot printed.*

88. Return to an Order of the House of the 22nd January, 1912, showing how many homestead inspectors were employed in the province of Saskatchewan by the Department of the Interior on 1st October, 1911, and what were their names; names of any of these inspectors who have been dismissed from office; reasons for dismissal; names of persons appointed to the positions so vacanted, giving their previous occupations, respectively. Presented 8th February, 1912.—*Mr. Thompson*.. .. ..*Not printed.*

89. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers, letters, telegrams and other documents relative to prosecutions under the Fishery Act against John McCabe, David Porter, Joseph Foster and Duncan Murray, in the county of Pictou; and also, relating to a suit of Porter *vs.* Murray in the County Court of District No. 5, Nova Scotia, and the connection of the department with the same. Presented 9th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

90. Copy P.C. 19/168 certified extract from the minutes of a meeting of the Treasury Board, held on the 22nd January, 1912, approved by His Royal Highness the Governor General in Council on the 27th January, 1912.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

91. Return to an Address to His Royal Highness the Governor General on the 5th February, 1912, for a copy of all papers, letters, Orders in Council and other documents respecting the superannuation of the Honourable Judges Sir Alexandre Lacoste, J. A. Ouimet and C. J. Doherty. Presented 9th February, 1912.—*Mr. Ethier.*
Not printed.

92. Return showing certain dates returned to Senate by Messrs. A. E. Forget, &c.—(*Senote*).
Not printed.

93. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the erection of an armoury at the town of Sarnia, Ontario. Presented 13th February, 1912.—*Mr. Pardee.*
Not printed.

94. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the Government of Canada and the Government of the province of Quebec, with regard to the extension of the boundaries of the said province. Presented 13th February, 1912.—*Sir Wilfrid Laurier.*
Printed for distribution and sessional papers.

95. Return to an Order of the House of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway; and also, as to the estimated cost of all such work. Presented 13th February, 1912.—*Mr. Emmerson.*
Not printed.

95*a*. Supplementary Return to an Order of the House, of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway and also as to the estimated cost of all such work. Presented 7th March, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

95*b*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, or other documents containing applications or requests for the establishment of a car ferry service between Prince Edward Island and the mainland and of all correspondence, telegrams, reports, survey, and other documents showing the cost of the same, and of widening the gauge of the Prince Edward Island Railway; together with all other information available as to the desirability or necessity of said projects. Presented 7th March, 1912.—*Mr. Pardee*.. .. ..*Not printed.*

96. Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John. Presented 13th February, 1912.—*Mr. Pugsley*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

96a. Supplementary Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John, New Brunswick. Presented 14th February, 1912.—*Mr. Pugsley*... .. ..*Not printed.*

97. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, reports, correspondence and messages respecting a report made in 1904 by H. Boulay of Sayabec, against William Roy, sectionman at Amqui, Intercolonial Railway, and of all that has been subsequently done to give effect to that report. Presented 14th February, 1912.—*Mr. Boulay*.. .. ..*Not printed.*

97a. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, papers, charges, affidavits and other documents relating to a charge against W. W. Gray, coal inspector of the Intercolonial Railway at Westville, Nova Scotia, and of all evidence, documents, reports, or other papers connected with the investigation of said charge by H. P. Duchemin. Presented 14th February, 1912.—*Mr. Macdonald.* *Not printed.*

98. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, ministerial instructions, and any other document, from the Department of Customs relating to a temporary change in the customs tariffs upon the twine used in the headings of lobster traps. Presented 15th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

99. Return to an Order of the House of the 5th February, 1912, for a copy of all papers, memorials, resolutions and letters received from boards of trade, officials or individuals during the years 1908, 1909, 1910, 1911, 1912, respecting the location of a quarantine or inspecting station on Lawlor's Island, Halifax harbour, accompanied by a chart. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all papers, correspondence and Orders in Council, relating to or in any way connected with the surveying and calling for tenders for the construction of the line of railway from Estmere to Baddeck, in the county of Victoria. Presented 16th February, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

100a. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all papers, correspondence, and other Orders in Council in connection with the calling for tenders for the construction of the proposed branch line of railway from Estmere to Baddeck, in the county of Victoria, or bearing upon the reason why none of all said tenders were not accepted. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100b. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, contracts, memoranda, or notice cancelling contracts, and of all other papers and documents in the possession of the Department of Railways and Canals, bearing date after 1st January, 1911, relating to the construction of certain branch lines of the Intercolonial Railway between Sunny Bræ and Guysborough and Country Harbour, and between Dartmouth and Dean Settlement, in the province of Nova Scotia. Presented 21st March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

101. Return to an Address to His Royal Highness the Governor General of the 15th January, 1912, for a copy of Orders in Council and all correspondence between the Government and the Winnipeg and Hudson's Bay Railway Company and its successor the Winnipeg Great Northern Railway, relative to the proposed route of said Railway to Hudson's Bay, with all accompanying plans and reports; also a copy of all correspondence relative to the offer of Milburn and Company, Steamship owners, of England, said to have been made to the Government through the said Railway Company to place a line of their steamships on the route between Hudson's Bay and England on the completion of said Railway, and the further offer by the said Milburn and Company to place one of their Baltic steamships at the disposal of the Government for the purpose of making a practical test of the navigability of the route for commercial purposes. Presented 16th February, 1912. —*Mr. Aikins.*
Not printed.

101*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, surveys, plans and maps made or prepared during the year 1911 or this year, in respect of or in connection with the Hudson Bay Railway or the suggested ports at Nelson or Churchill on the Hudson Bay, or relating to the navigation of the Hudson straits. Presented 4th March, 1912.—*Mr. Aikens.*
Printed for distribution and sessional papers.

102. Return to an Order of the House of the 5th February, 1912, for a copy of the inquiry made by the Railway Department respecting the accident incurred by Goffrey Bourque, of Lac au Saumon, in the yard of the Intercolonial Railway at Campbellton, in the month of November or December, 1911; also, for all papers and correspondence exchanged since on this subject. Presented 16th February, 1912.—*Mr. Boulay.*
Not printed.

103. Return to an Order of the House of the 14th February, 1912, for a copy of all correspondence, letters, telegrams, &c., between the King's Printer, the Superintendent of Printing, and the King's Printers' Representatives in Winnipeg, regarding the printing and distribution of the Voters' Lists of the province of Manitoba at the last general elections. Presented 19th February, 1912.—*Mr. Staples.. .. ..Not printed.*

104. Return to an Order of the House of the 17th January, 1912, for a copy of the Report of the Board of Engineers appointed for the reconstruction of the Quebec bridge, and of the plans and specifications prepared by them; of all notices calling for tenders; of all tenders received; of the report of the Board on the same, collectively or individually, to the Minister of Railways; of the report of the said minister for the acceptance of tenders, and any Orders in Council awarding contracts for the building of the said bridge. Presented 19th February, 1912.—*Sir Wilfrid Laurier.*
Printed for sessional papers.

105. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council passed during the last ten years relating to the abolition or regulation of tolls on canals. Presented 19th February, 1912.—*Mr. Sinclair.. .. ..Not printed.*

106. Return to an Order of the House of the 12th February, 1912, for a copy of all petitions, letters and memorials received by the Minister of Marine and Fisheries since the first day of October, 1911, protesting against the issuing of a fish-trap license to Captain John T. Thorburn, Sand Point, county of Shelburne, Nova Scotia. Presented 22nd February, 1912.—*Mr. Law.. .. ..Not printed.*

106*a*. Return to an Order of the Senate, dated 22nd March, 1912, for the production of all petitions and correspondence in relation to the removal of a fish trap at or near McNutts Island, in the harbour of Shelburne.—*(Senate)... .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

107. Return to an Order of the Senate, dated 15th February, 1912, showing the names, position and pay of all persons appointed to the Intercolonial Railway service in the city of St. John, New Brunswick, from 1st September, 1907, to 1st March, 1911.—(*Senate*). *Not printed.*

108. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 22nd February, 1912, referring certain questions to the Supreme Court of Canada in respect to Bill No. 3, of the First Session of the Twelfth Parliament of Canada, intituled: "An Act to amend the Marriage Act." Presented 23ar February, 1912.—*Hon. Mr. Doherty..Printed for sesional papers.*

108*a*. Return to an Order of the House of the 19th February, 1912, for a copy of all letters, petitions, memorials or other documents received by the Prime Minister or any other member of the government, relating to the passage of a federal marriage law or legislation in regard to the so-called effect of the Ne Temere Decree. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Printed for sessional papers.*

109. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, petitions, ministerial instructions and other documents in the possession of the Department of Marine and Fisheries relating to the price from 31st March, 1911, of Dog Fish scrap. Presented 23rd February, 1912.—*Mr. Sinclair. Not printed.*

110. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the Territory of Keewatin. Presented 23rd February, 1912... .. ..*Not printed.*

110*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, letters, telegrams, memoranda or correspondence of any kind had between the Dominion Government and the governments of Manitoba and Saskatchewan, or with the Government of Ontario, as to the settlement of the boundaries of said respective provinces; and also, of any agreement or memo. containing any terms of settlement of the questions relating to the boundaries of said provinces or any part thereof; and also, of any documents, letters or representations made to the Federal Government by any person or persons relative to said settlement or the questions involved therein. Presented 26th February, 1912.—*Mr. Macdonald. Printed for sessional papers.*

110*b*. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the Government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the territory of Keewatin. Presented 26th February, 1912.—*Mr. Meighen*.. .. ..*Printed for sessional papers.*

111. Return to an Address of the Senate, dated 24th January, 1912, for copies of the contracts betweetn the Government of Canada, and the various steamship companies for the carriage of the mails between England, France and Canada, and all the correspondence relating thereto since the first of January, 1909; also, the agreements, if any, for the carriage of mails via New York. Further, any contracts, subsidy agreements, &c., for the conveyance of mail between Canada and Newfoundland, and the correspondence relating thereto since the first of January, 1909.—(*Senate*). *Printed for sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

112. Memorandum of the Chief Architect to the Deputy Minister of the Department of Public Works relative to the "Forbes Sterilizers" in use in the House of Commons and several departments. Presented 26th February, 1912.. .. ..*Not printed.*

113. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of the Saint John Valley Railway from Saint John to Grand Falls, New Brunswick. Presented 27th February, 1912.—*Mr. Michaud*.. .. ..*Not printed.*

114. Return to an Order of the House of the 14th February, 1912, for a copy of all documents, papers, correspondence, inquiries, evidences, reports, &c., relating to an accident sustained by Alphonse Madore, employed on the Intercolonial at Ste. Flavie, in 1888 or 1889, and to the settling of the claim then made by the said Alphonse Madore to the Department of Railways and Canals. Presented 27th February, 1912.—*Mr. Lapointe (Kamouraska)*... .. ..*Not printed.*

114*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all inquiries, correspondence whatsoever relating to the death of the late Absolon Lavoie, of Amqui, accidentally killed on the Intercolonial Railway at Metis, county of Rimouski, during the summer of 1911. Presented 18th March, 1912.—*Mr. Boulay*..*Not printed.*

114*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers, documents, letters, &c., connected with an inquiry made by the Intercolonial authorities on the loss of a horse killed on the Dalhousie branch, belonging to Mr. Xavier St. Laurent, of Causapscal since 1905. Presented 26th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

115. Return to an Order of the House of the 31st January, 1912, for a copy of all papers, statements, letters, telegrams, statement of claim and application, minutes of the evidence taken on any investigation held, with all reports thereon, and all other documents in any way relating to a claim of Earl Ash, for damages caused by and resulting from the destruction by fire of property owned, occupied and passessed by the claimant, alleged to have been caused by fire and sparks from a locomotive of the Intercolonial Railway of Canada, and operated by said railway. Presented 27th February, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

115*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, evidence taken under investigation by Superintendent Sharp, reports and other documents connected with a claim for damages occasioned by fire to the property of Angus J. McAulay, of Tracadie, Prince Edward Island, on the 16th day of July, 1911. Presented 1st March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

116. Return to an Order of the House of the 26th February, 1912, for a copy of all papers, documents, &c., concerning the incorporation and operations of the Fidelity Trust Company of Montreal. Presented 28th March, 1912.—*Mr. McKenzie*.....*Not printed.*

117. Return to an Order of the Senate, dated the 31st January, 1912, for copies of Acts, documents, correspondence, &c., concerning the expropriation of the properties of F. Turgeon and F. Gunn, in the city of Quebec for the purpose of a Central station.—*(Senate)*.. .. ..*Not printed.*

118. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and correspondence relating to the incorporation and operations of The Provident Trust Company, of Montreal. Presented 1st March, 1912.—*Mr. Lemieux.*
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

119. Return to an Address to His Royal Highness the Governor General of the 10th January, 1912, for a copy of all Orders or Minutes of Council relating to the appointment of commissioners under the treaty with the United States relating to boundary waters, and questions arising along the boundary between Canada and the United States, signed at Wshington, 11th January, 1909; together with a copy of all despatches, letters and telegrams between the Governor General, or the Government of Canada, or any member thereof, and the British ambassador at Washington, or the British Government, or any member thereof, upon that subject; and also, of all letters and telegrams between any member or department of the government and Sir George Gibbons, Mr. Aimé Geoffrion and Mr. Alexander Barnhill, or either of them, relating to their appointment as such commissioners. Presented 1st March, 1912.—*Mr. Pugsley*.. .. ..*Printed for sessional papers.*

120. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence since the first of July, 1896, to the present date, between the Government of Canada and the governments of the several provinces on the subject of assistance to provincial railways and other provincial public works. Presented 1st March, 1912.—*Sir Wilfrid Laurier*..*Printed for sessional papers.*

121. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and documents in the case of Rex *vs.* Sheldon and others. Presented 5th March, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

122. Return to an order of the House of the 26th February, 1912, for a copy of all papers, correspondence and documents in connection with the case of D. Raymond, petitioner, the Queen's Hotel Company, Limited, respondent, and Guillaume Narcisse Ducharme and others, party defendants. Presented 5th March, 1912.—*Mr. Lemieux.* *Not printed.*

123. Return to an Order of the Senate dated 9th February, 1912, showing the terms of lease to the whaling company or companies for whale fishing on the coast of British Columbia, giving the extent of sea over which exclusive rights are given, rent paid, and restriction as to close season, and all other particulars relating to this subject.—(*Senate*).. .. ..*Not printed.*

123*a*. Return to an Address of the Senate dated 9th February, 1912, for a return showing the term of lease by the government to a company giving rights to exclusive fishing in the fresh water lakes of the Dominion; with all conditions as to time, rent, subletting and close season, and any other information relating to this subject.—(*Senate*).. .. ..*Not printed.*

124. Return to an Address of the Senate, dated 22nd February, 1912, for all correspondence respecting the inefficient postal delivery service at Rothesay, N.B.—(*Senate*). *Not printed.*

125. Laid before the House, by command of His Royal Highness the Governor General,—Copy of agreement between His Majesty the King on behalf of the Dominion of Canada, His Majesty on behalf of the province of New Brunswick, and the Saint John and Quebec Railway Company, for the leasing under terms and conditions specified, of the line of railway when completed, of the company, between Grand Falls and Saint John, N.B. Presented 11th March, 1912... .. ..*Not printed.*

126. Return to an Order of the House of the 22nd January, 1912, or a copy of all correspondence and papers referring to the granting of special aid to the tobacco growers of La Société Co-opérative de la Vallée de Yamaska. Presented 13th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the proposed winter harbour at Sarnia, Ontario. Presented 13th March, 1912.—*Mr. Pardee.. .. .. ..Not printed.*

127*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario; together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 29th March, 1912.—*Mr. Charlton.*
Not printed.

127*b*. Supplementary Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario, together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 1st April, 1912.—*Mr. Charlton.. .. ..Not printed.*

128. Certified extract from the Minutes of a meeting of the Treasury Board held on the 4th March, 1912, approved by His Royal Highness the Governor General in Council on the 9th March, 1912, respecting the term of service and pay of the constables of the Royal Northwest Mounted Police. Presented 13th March, 1912... .. .. ..*Not printed.*

129. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers, relating to the building of a breakwater at Port Richmond, Nova Scotia. Presented 14th March, 1912.—*Mr. Kyte.. .. ..Not printed.*

129*a*. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of a breakwater at Charles Forests Cove, Richmond county, Nova Scotia. Presented 18th March, 1912.—*Mr. Kyte.*
Not printed.

130. Return to and Order of the House of the 4th March, 1912, for a copy of all correspondence between the Intercolonial authorities, the Minister of Railways and the Department of Justice, and all other persons, relating to a claim of the Metapedia Waterworks Company against the Intercolonial, including therein all plans, designs, inquiries, evidences and other reports concerning this matter; also a copy of all plans, designs, notices and correspondence between the Intercolonial authorities and M. P. Laberge, the Dominion Lumber Company and John Fenderson & Co., relating to the placing of an aqueduct pipe on the land No. 170 of the cadastre of St. Pierre du Lac. Presentd 15th March, 1912.—*Mr. Boulay.. .. ..Not printd.*

131. Statement of the affairs of the British Loan and Investment Company, as on the 31st December, 1911. Presented 18th March, 1912.. .. ..*Not printed.*

132. Return to an Order of the House of the 6th March, 1912, for a copy of all letters, complaints, charges, and other papers and documents in the possession of the Post Office Department relating to Tracadie Road Post Office, Guysborough, N.S. Presented 19th March, 1912.—*Mr. Sinclair.. .. ..Not printed.*

133. Return to an Order of the House of the 6th March, 1912, for a copy of the news sent up to date to Magdalen Island by the weekly correspondent appointed by the Postmaster General; also for a copy of the instructions given said correspondent at the time of his appointment. Presented 19th March, 1912.—*Mr. Lemieux.. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

134. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, reports and documents relating to the notice of cancellation of mail contract between Scott Junction and the station in the county of Beauce. Presented 19th March, 1912.—*Mr. Béland*.. .. ..*Not printed.*

134*a*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, correspondence, reports and other documents in relation to the mail contract between River John Railway station and the post office, and between River John and Hodson, respectively, since 1st October, 1911, and as to the cancellation of the contract for said service with Logan and the making of a contract for the same with one Gannon. Presented 19th March, 1912.—*Mr. Macdonald*.. .. .. ..*Not printed.*

134*b*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, reports and other documents in relation to the mail contract service between Stellarton station and the post office since 1st October, 1911, and as to the cancellation of the contract for said service with the present contractor. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*c*. Return to an Order of the House of the 5th February, 1912, for a return showing all the contracts for the conveyance of His Majesty's mails, in which notice of cancellation has been given under the terms of the said contract, between 10th October, 1911, and 1st February, 1912, and also the name and address of each contractor and the amount of each contract. Presented 27th March, 1912.—*Mr. Lemieux.* *Not printed.*

135. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of the Parcel Post Convention between Canada and France, and all papers connected therewith. Presented 19th March, 1912.—*Mr. Lemieux.* *Not printed.*

136. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, telegrams, reports, recommendations applications and other documents, relating to the appointment of a post office inspector at Moosejaw, Saskatchewan. Presented 19th March, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

137. Return to an Address to His Royal Highness the Governor General, on the 4th March. 1912, for a copy of all letters, telegrams and petitions, sent to the Government, or any of His Majesty's ministers, praying for the establishment of a separate school system in the Keewatin Territory. Presented 20th March, 1912.—*Mr. Lemieux*...*Not printed.*

138. Return to an Address to His Royal Highness the Governor General of the 28th February, 1912, for a copy of all papers, recommendations to Council, Orders in Council, or any other papers in connection with or having reference to the promotion of Mr. Binks to be Superintendent of the Dead Letter Office. Presented 28th March, 1912.—*Mr. Henderson*.. .. ..*Not printed.*

139. Return dated 12th March, 1912, for a copy of all correspondence between the Anglo-Canadian Chemical Company, and the Department of the Inland Revenue from 1st of January, 1911, to date.—(*Senate*)... .. .. *Not printed.*

140. Return to an Order of the House of the 26th February, 1912, for a copy of all papers on file with the Government and of all letters, telegrams and correspondence between the Labour Department and the Board of Conciliation in relation to the strike now and for some time past existing on the Grand Trunk Pacific Railway west of Winnipeg. Presented 21st March, 1912.—*Mr. MacNutt*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

141. Return to an Order of the House of the 5th February, 1912, for a copy of all rulings or decisions made by the Minister of Customs, or the Tariff Board of the Department of Customs, since the 10th of October last, in reference to the duty payable in respect to Jute cloth, traction engines and partially dressed lumber, respectively; and likewise in reference to any other articles imported into Canada concerning which there has been any change in the rate of duty exacted at any time since the said date, as compared to the rate of duty exacted on such articles respectively immediately prior to said date. Presented 21st March, 1912.—*Mr. Turriff*.. .. ..*Not printed.*

142. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions or other papers relating to any change or proposed change of postmasters at Powassan between 1st January, 1906, and 1st January, 1912. Presented 22nd March, 1912.—*Mr. Arthurs*.. .. ..*Not printed.*

143. Return to an Order of the House of the 13th March, 1912, for a return showing the rural mail routes established by the present Government; the number of requests received by the Post Office Department for the establishment of rural mail routes; the number of applications granted; the number not granted, and the reasons therefor. Presented 22nd March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

144. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council, petitions and memorials, passed or received by the Government of Canada, respectively, since 1se July, 1908, relating to foreign shippings engaged in the coastwise trade in Canada; and also a copy of all correspondence between the Government or any departments thereof and any person, company or corporation relating to the same. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

145. Return to an Order of the 26th February, 1912, for a return showing the various loans made by the Government of Canada since the year 1900; the periods for which they were made; where contracted; rate of interest; commissions paid and to whom; net proceeds per cent of each loan; will future loans be asked for by public tender, if so where? Presented 25th March, 1912.—*Mr. Lapointe (Montreal)*.. .. .. ..*Not printed.*

146. Return to an Order of the House of the 19th February, 1912, for a return showing the number and capacity of cold storage establishments in each of the principal cities of Canada; the kind and quantity, approximate value of food stuff and produce contained in each of these establishments, during the months of November and December, 1911, and January, 1912. Presented 25th March, 1912.—*Mr. Verville.* *Not printed.*

147. Return to an Order of the House of the 17th January, 1912, for a copy of the Judgment of the Judicial Committee of the Privy Council in the case of the King *vs.* The Burrard Power Company, and of all Orders in Council for the transmission to the government of the province of British Columbia of the administration of all water-rights in the Railway Belt; together with a copy of all correspondence between the Government of British Columbia and the Government of Canada with regard to the same. Presented 25th March, 1912.—*Sir W. Laurier*.. .. ..*Not printed.*

148. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and memoranda from the government of British Columbia, and all other papers relating to negotiations affecting the exportation of salmon, the boat rating in canneries, the system of issuing licenses and the restriction of licenses to Asiatics in the province of British Columbia, and all Orders in Council made in regard to any of these matters since 1st October, 1911. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Concluded.*

149. Return to an Order of the House of the 19th February, 1912, for a return showing the date of the appointment of Mr. H. P. Duchemin to investigate complaints against government officials in Nova Scotia; the remuneration he is to receive for his services, the daily allowance specified for his travelling and living expenses, full detail of his remuneration and expenses, the amount paid him so far; any account or statement presented which has not been paid, the gross amounts for which accounts have been paid. The names of any other parties conducting investigations in Nova Scotia, their remuneration, the number of the commissioners appointed in all the provinces by the present government or any department, to investigate charges of political partisanship on the part of officials, their names and addresses, and the dates of appointment and remuneration, including allowance for expenses. Presented 27th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

150. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, petitions, requests, memoranda, ministerial or departmental instructions in the possession of the Government or any department thereof, relating to the alleged change of name of Blind River Post Office, in the province of Ontario. Presented 25th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

151. Report from the Department of Labour on Wholesale Prices in Canada, 1911. Presented 28th March, 1912.—*Hon. Mr. Crothers*.. .. ..*Not printed.*

152. Résumé of General Elections, 1911. Presented 30th March, 1912.. .. .. ..*Not printed.*

153. Return to an Order of the House of the 12th February, 1912, for a return showing the amount paid since 15th October, 1911, for making and repairing mail bags, and for the metal parts thereof including locks; the names and addresses of the companies, firms and individuals to whom payment has been made, and the amount in each case. Presented 29th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

154. Return to an Order of the House of the 17th January, 1912, for a copy of all documents relating to the purchase and repair of the post office at Berthier-en-haut. Presented 1st April, 1912.—*Mr. Barette*.. .. ..*Not printed.*

155. Names of Commissioners appointed under "Inquiries Act."—(*Senate*)...*Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED MARCH 31

1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1911

[No. 24—1912]

To Field Marshal, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

SIR,

I have the honour to forward to Your Royal Highness the accompanying Report of the Post Office Deparment of the Dominion of Canada, for the year ended March 31, 1911, which is respectfully submitted.

I have the honour to be,

Sir,

Your Royal Highness's most obedient servant,

LOUIS P. PELLETIER,

Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, October 31, 1911.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1910-1911.

POST OFFICE DEPARTMENT,
OTTAWA, October 31, 1911.

To the Honourable
L. P. PELLETIER, K.C., M.P., &c.,
Postmaster General of Canada.

I have the honour to submit for your consideration the several statements annexed hereto, comprising the report for the year ending March 31, 1911. These statements show that there has been a very considerable expansion both in the service and in the transactions of the Post Office during the year.

The main points of increase are as follows :—

In the number of Post Offices, an increase of............ ...	437
" Postal Note Offices, an increase of.........	284
" Money Order Offices "	189
" Savings Bank Offices "	18

There has been an increase of 670 miles in the extent of the system over which mails are carried by railway. The number of miles which mails have been carried by railway and water routes, and ordinary land routes is greater by 3,422,080 miles than it was for the year before.

The estimated increase in the number of letters and post cards sent during the year is 52,357,000, which is over 10 per cent more than the figures of 1910.

Owing to the growth of the service in the directions mentioned, the expenditure has increased by $738,885.32, as compared with last year, but there was a surplus from the operation of the service which amounts to $1,192,729.68.

Increase in Maximum Deposits accepted by Post Office Savings Bank.—Under an Order in Council of February 22, 1911, Post Office Savings Banks are authorized to accept deposits amounting to $1,500 in any one year, and the maximum limit of an account is fixed at $5,000 exclusive of interest. Formerly the maximum amount that could be accepted from a depositor in one year was $1,000, and the maximum limit of an account was fixed at $3,000.

Letter Carrier Delivery was put into operation during the year at the following places :—Hull, Que., Owen Sound, Ont., Sydney, N.S., Saskatoon, Sask., and Moose Jaw, Sask.

Payment of British Postal Orders (Postal Notes)—Arrangements have been made for the payment at certain Canadian Post Offices of British Postal Orders which are issued in the United Kingdom, and are used there and also in some of the British Possessions. These British Postal Orders are not to be confused with the Post Office Money Orders which are issued in the United Kingdom, and are payable at any Money Order Office in Canada. They correspond to the Canadian Postal Notes, being issued for fixed amounts, the lowest of which is six pence and the highest 21 shillings.

Up to the present the Canadian Post Offices authorized to pay British Postal Orders are the following :—

Charlottetown, P.E.I.
Halifax, N.S.
Fredericton, N.B.
St. John, N.B.
Montreal, Que.
Quebec, Que.
Sherbrooke, Que.
Brantford, Ont.
Hamilton, Ont.
Kingston, Ont.
London, Ont.
Ottawa, Ont.
Toronto, Ont.
Windsor, Ont.
Peterboro', Ont.
Brandon, Man.
Winnipeg, Man.
Regina, Sask.
Calgary, Alta.
Edmonton, Alta.
Vancouver, B.C.
Victoria, B.C.

Parcel Post Convention.—A Convention for the direct exchange of parcels by mail between Canada and St. Vincent, B.W.I., came into force on October 1, 1910. The rate of postage on parcels for St. Vincent is 12 cents for each pound or fraction thereof, and the maximum weight of a single parcel is 11 pounds.

POSTAGE STAMPS.

The issue of the year indicates a marked increase over that of the previous year.

The increase in value was $1,068,607.00, or say, 10¾ per cent, and in quantity, 64,499,895 pieces, or about 11 per cent, the total value being $11,011,042.90, as against $9,942,435.90 in the preceding year, whilst in volume the output shows an aggregate of 648,764,669 pieces, as compared with 584,264,774 the year before.

In addition to Postmasters, the number of duly authorized stamp vendors in the Dominion on March 31, 1911, was 2,890, an increase, as compared with the same date in the preceding year, of 296.

TABLE showing the number of Post Offices in operation; also estimated number of letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended March 31, 1911.

Province.	Number of Offices in operation at end of fiscal year 1911.	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended March 31, 1911.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Second-class (Transient Newspapers) (1c. per 4 oz.)	Third-class (Books, Circulars, Samples, &c.) (1c. per 2 oz.)	Fourth-class (Packets of Ordinary Merchandise open to examination.) (1c. per oz.)	Closed Parcels for United Kingdom and other countries.
Ontario	3,788	219,724,000	30,542,000	4,797,000	10,650,000	5,205,000	49,568,000	4,621,000	61,985
Quebec	2,398	91,307,000	6,189,000	2,286,000	1,899,000	2,160,000	13,722,000	1,069,000	43,932
Nova Scotia	1,968	26,596,000	2,224,000	561,000	629,000	446,000	2,103,000	470,000	6,504
New Brunswick	1,421	18,025,000	1,651,000	407,000	386,000	383,000	1,874,000	253,000	
Prince Edward Island	468	3,397,000	225,000	83,000	77,000	50,000	468,000	33,000	
British Columbia	613	45,837,000	2,247,000	1,129,000	840,000	903,000	4,672,000	387,000	21,507
Manitoba	721	49,528,000	3,108,000	1,156,000	945,000	749,000	6,359,000	389,000	46,223
Alberta	828	25,403,000	1,595,000	592,000	489,000	381,000	3,264,000	198,000	
Saskatchewan	1,097	23,510,000	1,481,000	554,000	452,000	358,000	3,033,000	187,000	
Yukon	22	906,000	51,000	19,000	15,000	10,000	102,000	5,000	*
Total	13,324	504,233,000	49,313,000	11,584,000	16,382,000	10,648,000	85,165,000	7,612,000	180,151

* Included in British Columbia.

INCREASE IN LETTERS CARRIED.

The estimated increase in the number of letters carried during the year (based on the sale of stamps) is 48,148,000. The increases for the years since 1901 have been as follows :—

1902	21,978,000
1903	22,163,000
1904	23,399,000
1905	26,351,000
1906	38,103,000
1907 (for 12 months, on basis of fiscal 9 months)	40,451,000
1908	31,916,000
1909	18,290,000
1910	41,784,000
1911	48,148,000

INCREASE IN REVENUE, &c.

The net revenue for the fiscal year ended March 31, 1911, compared with the previous year, shows an increase of $1,188,404.75.

PREVIOUS INCREASES.

1901	237,208 02
1902	466,933 91
1903	478,001 65
1904	286,196 99
1905	473,047 93
1906	807,969 86
1907	796,706 23
1908	377,717 62
1909	293,867 55
1910	556,923 79

The surplus of revenue over expenditure for the fiscal year ended March 31, 1911 was $1,192,729.68.

PREVIOUS RECORD.

	Deficit.	Surplus.
1901	$416,183 99	....
1902		$ 5,109 14
1903		395,268 11
1904		304,783 90
1905		490,844 89
1906		1,011,765 31
1907 (9 months to March 31, 1907)		1,082.301 59
1908		1,101,826 64
1909		809,237 53
1910		743,210 25

Statement of Post Offices in operation in Canada on March 31, 1911, showing number of Post Offices closed during past year and net increase, also increase in number of Offices during the last ten years.

Number of Post Offices in operation on March 31, 1911. .	13,324
Number of Post Offices established from March 31, 1910 to March 31, 1911	575
Number of Post Offices closed during same period	138
Net increase	437

INCREASE IN TEN YEARS.

Total number of Post Offices in 1901	9,834
" " 1911	13,324
Increase	3,490

INCREASE IN POSTAL NOTE OFFICES, MONEY ORDER OFFICES AND SAVINGS BANK OFFICES FOR THE YEAR.

Increase in number of postal note offices	284
" " money order offices	189
" " savings bank offices	18

Yearly increase in number of offices established since 1901 :

—	Money Order.	Savings Bank.	Postal Note.
1901	57	48	596
1902	162	20	1,245
1903	59	19	1,183
1904	89	27	918
1905	280	28	841
1906	182	22	780
1907 (9 months period)	115	32	355
1908	129	41	546
1909	196	18	680
1910	197	31	441
1911	189	18	284

TOTAL AMOUNT OF MONEY REMITTED BY MONEY ORDERS AND POSTAL NOTES.

	$	cts.
Year ended June 30, 1901	19,415,273	62
" " 1902	25,251,871	92
" " 1903	28,914,296	82
" " 1904	32,551,562	70
" " 1905	36,229,050	84
" " 1906	42,063,237	25
" " 1907	48,322,523	04
" Mar. 31 1908	55,284,595	41
" " 1909	57,740,622	84
" " 1910	66,871,576	86
" " 1911	77,280,364	65

POST OFFICE SAVINGS BANK.

	Year ended March 31, 1910.	Year ended March 31, 1911.	Increase.	Decrease.
Number of offices	1,133	1,151	18	
Number of deposits	190,510	203,196	12,686	
Amount of deposits	$8,816,511.71	$9.957,016 17	$1,140,504 46	
Number of withdrawals	96,413	90,661		5,749
Amount of withdrawals	$11,699,649.54	$11,470,360.24		$229,289.30
Number of accounts opened	29,661	34,639	4.978	
Number of accounts closed.	36,663	36,054		609
Number of accounts remaining open	148,893	147,478		1,415
Balance to credit of depositors	$43,586,357.42	$43,330,579.19		$255,778.23

The following changes were made in the frequency of mail service of Post Offices in operation during the year ending March 31, 1911.

From six times per season to eight times per season, 3 offices.
From fortnightly to weekly, 6 offices.
From fortnightly to semi-weekly, 1 office.
From weekly to semi weekly, 150 offices.
From weekly to tri-weekly, 8 offices.
From weekly to four times weekly, 5 offices.
From weekly to daily, 18 offices.
From weekly to semi-daily, 1 office.
From semi-weekly to tri-weekly, 87 offices.
From semi-weekly to four times weekly, 1 office.
From semi-weekly to daily, 14 offices.
From tri-weekly to four times weekly, 19 offices.
From tri-weekly to daily, 94 offices.
From tri-weekly to seven times per week, 1 office.
From tri-weekly to ten times per week, 2 offices.
From tri-weekly to semi-daily, 2 offices.
From four times weekly to five times weekly, 1 office.
From four times weekly to daily, 12 offices.
From four times weekly to eight times a week, 1 office.
From five times weekly to daily, 1 office.
From daily to seven times a week, 4 offices.
From daily to eight times a week, 10 offices.
From daily to nine times a week, 5 offices.
From daily to semi-daily, 152 offices.
From daily to fourteen times a week, 9 offices.
From daily to three times daily, 2 offices.
From eight to ten times a week, 1 office.
From eight times a week to semi-daily, 2 offices.
From ten times a week to semi-daily, 2 offices.

From ten times a week to three times daily, 1 office.

From semi-daily or more frequently to a greater frequency, 78 offices.

Mileage on stage routes..................................	17,918,876
Mileage of previous year	17,672,432
Increase..................................	246,444

RAILWAY MAIL SERVICE.

During the fiscal year 1910-11, 670·36 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on March 31, 1911, of 25,302·45.

The following statement shows the details of such additional service :

Railway.	Terminal Points.	Distance in miles.	Service.
Atlantic Quebec & Western Ry.	Port Daniel East and Grand River.	30·	Daily ex. Sunday, P.C.
B. C. Electric Ry..............	New Westminster and Chilliwack..	63·8	Daily ex. Sunday, B.C.
Canadian Northern Ry.... ..	Rosetown and Kindersley	54·6	Daily ex. Sunday, R.P.O.
" "	Dalmeny and Laird	28·	Tri-weekly, B.C.
" "	Prince Albert and Shellbrook......	29·	Tri-weekly, B.C.
" "	Russell and Calder	40·8	Tri-weekly, B.C.
" "	Sellwood and Gowganda.....	25·5	Tri-weekly, B.C.
Canadian Pacific Ry..........	Langdon and Acme	38·88	Daily ex. Sunday, B.C.
" "	Nonningue and Rapide de l'Orignal	34·46	Daily ex. Sunday, B.C.
" "	Embro and St. Mary's..	15·7	Daily ex. Sunday, B.C.
" "	Wellington and Cameron Lake.....	30·7	Tri-weekly, B.C.
Grand Trunk Pacific Ry.. ...	Edmonton and Edson..............	129·5	Tri-weekly, B.C.
Irondale Bancroft & Ottawa Ry.	Deer Lake and Bancroft...........	54·	Daily ex. Sunday, B.C.
Michigan Central Ry..........	Oil Springs and Edey's Mills.......	2·92	Daily ex. Sunday, B.C.
National Transcontinental Ry..	Cochrane and Fauquier............	50·	Tri-weekly, B.C.
" " ..	Superior Junction and Graham.....	7·5	Semi-weekly, B.C.
Port Arthur Electric Ry..... .	Port Arthur and Fort William.....	4	Daily ex. Sunday, B.C.
Quebec Central Ry......	St. George East and St. Sabine....	31·	Daily ex. Sunday, B.C.
		670·36	

RAILWAY MAIL SERVICE—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in miles.	Particulars.
Boston & Maine Ry	Beebe Junction—Stanstead	3·51	Additional weekly service by B.C.
Canadian Northern Ry	Saskatoon—Rosetown	71·6	B.C. service superseded by R.P.O.
" "	Swan River—Pelly	37·4	B.C. service increased from semi to tri-weekly.
" "	Portage la Prairie—Lavenham.	23·5	B.C. service increased from tri-weekly to daily ex. Sunday.
" "	Sudbury—Sellwood	33·	" "
" "	Winnipeg—Prince Albert	556·1	R.P.O. service increased from tri-weekly to daily ex. Sunday.
Canadian Pacific Ry	Moosejaw—Outlook	118·5	B.C. service superseded by R.P.O.
" "	Nicola—Spence's Bridge	47·	Additional tri-weekly service by B.C.
" "	Yorkton—Lanigan	125·5	" "
" "	Three Rivers—Shawinigan.	21·	Additional daily ex. Sunday B.C. service.
" "	Rapid City—Minnedosa	15·2	Additional tri-weekly B.C. service.
" "	Montreal—St. John	481·2	" weekly R.P.O. service.
" "	Weyburn—Forward	25·9	" " B.C. service.
" "	Brandon—Lenore	56·6	" tri-weekly B.C. service.
" "	Calgary—Strathcona	190·6	" " service by B.C.
" "	Stettler—Castor	35·	B.C. service superseded by P.C. service.
" "	Reston—Winthorst	91·4	Additional tri-weekly B.C. service.
" "	Yorkton—Saskatoon	201·3	B.C. service superseded by R.P.O.
" "	Three Rivers—Grand' Mère	27·11	Additional daily ex. Sunday service by B.C.
" "	Shawinigan Falls — Grand' Mère	6·	B.C. service increased by 3 additional trips daily ex. Sunday.
Central Vermont Ry	St. Lambert—Marieville	18·6	Additional B.C. service daily ex. Sunday.
Dominion Atlantic Ry	Kentville—Middleton	31·	Extension of tri-weekly B.C. service.
Grand Trunk Railway	Montreal—Richmond	76·46	Additional daily ex. Sunday R.P.O. service.
Grand Trunk Pacific Ry.	Winnipeg—Edmonton	792·7	R.P.O. service increased to daily inc. Sunday.
Halifax & South Western Ry	Halifax—Liverpool	111·9	Additional daily ex. Sunday service by B.C.
Intercolonial Ry	Fredericton—Marysville.	3·	" "
Quebec Central Ry	Sherbrooke—Thetford Mines	67·	" "
Quebec, Montreal & Southern Ry.	Pierreville—Nicolet	15·13	Extension of daily ex. Sunday B.C. service.
Temiskaming & Northern Ontario Ry.	Englehart—Cochrane	113·6	B.C. service superseded by P.C. service.

DEAD LETTER OFFICE.

The transactions of the Dead Letter Branch of the Department during the year ended March 31, 1911, were as follows:—

Number of letters originating in Canada, returned as undelivered (Dead):—

By British Post Office	51,346
By United States Post Office	167,281
By British Colonies and Foreign Countries	11,067
	229,694
LESS—Registered letters included in above and transferred to registered class	2,612
	227,082
Books, packets, &c., received from Foreign Countries	115,506
	342,588
Dead letters, circulars, postal cards, &c., returned from Canadian Post Offices	1,956,613
Dead Letters registered found to contain value	33,458
Dead Letters, circulars, postal cards, &c., sent to the Dead Letter Office for special reasons, such as insufficient address, non-payment of postage, &c	* 560,737
	2,550,808

* Of these letters, &c., 28,449 contained articles of value or were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1876 to March 31, 1911.

Year.	Estimated number of letters posted in Canada during the fiscal year.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876	41,000,000	114,610	One in 364
1877	41,510,000	97,470	" 425
1878	44,000,000	77,740	" 570
1879	43,900,000	44,020	" 997
1880	45,800,000	41,666	" 1,090
1881	48,170,000	42,123	" 1,143
1882	56,200,000	41,260	" 1,362
1883	62,800,000	41,410	" 1,516
1884	66,100,000	42,319	" 1,562
1885	68,400,000	41,267	" 1,660
1886	71,000,000	44,166	" 1.607
1887	74,300,000	47,553	" 1,562
1888	80,200,000	47,371	" 1,694
1889	92,668,000	48,648	" 1,904
1890	94,100,000	29,041	" 3,239
1891	97,975.000	27,304	" 3,581
1892	102,850,000	28,603	" 3,595
1893	106,200,000	28,311	" 3,754
1894	107,145.000	27,820	" 3,851
1895	107,565,000	27,178	" 3,957
1896	116,028,000	27,389	" 4,236
1897	123,830,000	35,590	" 4,339
1898	135,975,000	29,253	" 4,614
1899	150,375,000	36,253	" 4,147
1900	178,292,500	40,254	" 4,429
1901	191,650,000	40,361	" 4,748
1902	212,628,000	44,982	" 4,749
1903	235,791,000	54,889	" 4,296
1904	259,190,000	58,502	" 4,430
1905	285,541,000	59,663	" 4.785
1906	323,614,000	72,532	" 4.462
1907 (9 mos).	273,071,000	67,304	" 4,057
1908	396,011,000	91,746	" 4,316
1909	414,301,000	91,108	" 4,547
1910	456,085,000	105,675	" 4,316
1911	504,233,000	109,842	" 4,590

POSTAL STORES.

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended March 31, 1910, and the Fiscal Year ended March 31, 1911.

Items of Expenditure.	1909-1910.	1910-1911.	Increase. — 1910-1911.	Decrease. — 1910-1911.
	$ cts.	$ cts.	$ cts.	$ cts.
Inside Service—				
Printing	22,323 66	20,120 50		2,203 16
Stationery	9,515 91	9,045 30		470 61
Totals	31,839 57	29,165 80		2,673 77
Decrease, Inside Service				2,673 77
Outside Service—				
Printing	76,986 11	83,826 41	6,840 30	
Stationery	41,241 67	45,306 46	4,064 79	
Total Printing and Stationery	118,227 78	129,132 87	10,905 09	
Mail bags, mail locks, &c.	73,458 49	84,332 67	10,874 18	
Miscellaneous Stamping material, scales, letter boxes, rural mail delivery boxes, letter carriers uniforms, &c.	92,343 30	104,521 39	12,178 09	
Totals	284,029 57	317,986 93	33,957 36	
Increase, Outside Service			33,957 36	
Total expenditure—Inside and Outside Service	315,869 14	347,152 73		
Total increase—Inside and Outside Service			31,283 59	

Detailed statements of the transactions of the Branch during the year, also the balance of stores in stock on March 31, 1910, and on March 31, 1911, will be found in Appendix 'K'.

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Deputy Postmaster General.

APPENDIX A.

FINANCIAL STATEMENT

APPENDIX A.

REVENUE.

STATEMENT of the Revenue of the Post Office Department for the Year ended March 31, 1911.

	$ cts.	$ cts.
Balance due by postmasters on revenue account on March 31, 1910		27,161 61
Postage stamps, post cards, &c., sold		10,697,830 15
Postage paid in cash on newspapers		163,046 83
Postage paid in cash on third class (printed) matter		376,276 25
Rents of letter boxes and drawers		138,779 45
Commission received on money orders		472,373 95
Commission received on postal notes		73,099 86
Profit in exchange on money order business with other countries		46,532.24
Profit in exchange on British postal order business		83 50
Commission received from United Kingdom on postal order business		149 42
Transit charges on correspondence from other countries		91,841 17
Postage on parcels from other countries		96,584 85
Void money orders, that is money orders issued between April 1, 1909, and March 31, 1910, payment of which has not been claimed up to March 31, 1911.		14,174 98
Miscellaneous revenue		15,018 11
		12,212,952 37
DEDUCTIONS.		
Salaries, forward allowances, allowances towards rent, fuel and light, compensation on money orders and postal note business and commission on box and drawer rents	2,679,208 79	
Discounts to stamp vendors and postmasters and compensation to messengers for special delivery of letters	71,995 52	
Losses by fire, burglary, &c	4,009 57	
Balance of commission paid to other countries on money order business	53.113 21	
Transit charges on correspondence to other countries	214,162 55	
Postage on parcels to other countries	16,348 65	
Balance due by postmasters on revenue account on March 31, 1911	27,161 61	3,065,999 90
		9,146,952 47

APPENDIX A—*Continued.*

EXPENDITURE.

STATEMENT of Expenditure of the Post Office Department for the Year ended March 31, 1911.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.	$ cts.
Conveyance of mails by land	1,840,538 71
" railways	1,934,819 19
" steamboats	200,154 89
Making and repairing mail bags, locks, &c.	84,454 08
Total	4,059,966 87
Salaries paid by cheque	3,019,196 09
Travelling expenses	20,590 76
Manufacturing postage stamps	105,926 98
Tradesmen's bills	99.515 19
Stationery, printing and advertising	137,881 18
Miscellaneous disbursements	374,292 56
Maintenance of the service in the Yukon District	136,853 16
Total	7,954,222 79

The following table shows the net Revenue: Expenditure and Deficit or Surplus, as the case may be, of the Post Office for each Fiscal Year since Confederation.

Year ended June 30.	Net Revenue.	Expenditure.	Deficit.	Surplus.
	$ c.	$ c.	$ c.	$ c.
1868	808,857 84	785,298 55	....	13,559 29
1869	758,182 03	864,954 55	106,772 52	
1870	788,904 78	933,398 67	144,493 89	
1871	803,637 17	994,876 00	191,238 83	
1872	916,418 34	1,092,519 03	176,100 69	
1873	1,093,516 07	1,240,135 95	146,619 88	
1874	1,151,269 83	1,370,542 41	219,272 58	
1875	1,172,381 38	1,509,113 29	336,731 91	
1876	1,106,736 74	1,581,608 72	474,871 98	
1877	1,120,224 26	1,694,708 18	574,483 92	
1878	1,224,912 17	1,715,255 36	490,343 19	
1879	1,117,364 50	1,750,267 17	632,902 67	
1880	1,179,677 89	1,818,271 05	638,593 16	
1881	1,344,969 85	1,876,657 96	531,688 11	
1882	1,543,309 21	1,980,567 25	437,258 04	
1883	1,753,079 22	2,176,089 09	423,009 87	
1884	1,712,318 85	2,312,965 27	600,646 42	
1885	1,790,494 90	2,488,315 36	697,820 46	
1886	1,852,155 00	2,763,186 41	911,031 41	
1887	1,964,062 17	2,818,907 22	854,845 05	
1888	2,322,728 68	2,889,728 59	566,999 91	
1889	2,220,503 66	2,982,321 48	761,817 82	
1890	2,357,388 95	3,074,469 91	717,080 96	
1891	2,515,823 44	3,161,675 72	645,852 28	
1892	2,652,745 79	3,316,120 03	663,374 24	
1893	2,773,507 71	3,421,203 17	647,695 46	
1894	2,809,341 06	3,517,261 31	707,920 25	
1895	2,792,789 64	3,593,647 47	800,857 83	
1896	2,971,652 93	3,752,805 12	781,152 19	
1897	3,202,938 42	3,789,478 34	586,539 92	
1898	3,527,809 69	3,575,411 99	47,602 30	
1899	3,182,930 92	3,581,848 71	398,917 79	
1900	3,183,984 17	3,645,646 04	461,661 87	
1901	3,421,192 19	3,837,376 18	416,183 99	
1902	3,888,126 10	3,883,016 96	....	5,109 14
1903	4,366,127 75	3,970,859 64	....	395,268 11
1904	4,652,324 74	4,347,540 84	....	304,783 99
1905	5,125,342 67	4,634,527 78	....	490,844 89
1906	5,933,342 53	4,921,577 22	....	1,011,765 31
*1907	5,061,858 93	3,979,557 34	....	1,082,301 59
1908	7,107,756 38	6,005,929 74	....	1,101,826 64
1909	7,401,623 93	6,592,386 40	....	809,237 53
1910	7,958,547 72	7,215,337 47	....	743,210 25
1911	9,146,952 47	7,954,222 79	....	1,192,729 68

STATEMENT of the amount of Postage Stamps, &c., sold during the year ended June 30 1898, and each of the succeeding years.

Year.	Amount.	Year.	Amount.
	$ c.		$ c.
1898	4,400,601 91	1905	6,134,297 35
1899	4,091,116 11	1906	6,972,355 93
1900	4,038,134 16	*1907	5,858,258 18
1901	4,340,543 21	1908	8,556,036 80
1902	4,645,227 85	1909	8,945,057 37
1903	5,154,554 17	1910	9,761,746 30
1904	5,605,713 73	1911	10,697,830 15

* Nine months.

W. J. GLOVER,
Accountant.

R. M COULTER,
Deputy Postmaster General.

APPENDIX B.

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Abram's Village and Cape Egmont	J. D. J. Gallant	5	3	12 months	82	48
Abram's Village and Maxiamville	G. Arsenault	3	3	12 "	50	00
Afton Road and Mount Stewart	J. McEachern	3¾	2	12 "	37	48
Albany and Railway Station	A. Noonan	1/16	12	12 "	104	00
Albany and Tryon	J. C. McInnis	6	6	12 "	228	95
Alberton and Kildare	J. R. Oliver	12	3	12 "	158	00
Alberton and Mill River East	L. J. Gallant	5	3	12 "	76	00
Alberton and Railway Station	J. T. Millman	¼	12 w. 24 s.	12 "	129	36
Alliston and Montague	A. E. Smith	26 r. t.	6	12 " (less fine)	463	34
Alliston and Peters Road	J. Johnston	2½	6	12 "	75	00
Alma and Lauretta	Mrs. C. O'Brien	3	2	12 "	30	00
Alma and Railway Station	A. Mountain	⅛	6	12 "	40	00
Appin Road and Hampton	A. W. Bruce	4	3	8 " (to Nov. 30, '10)	48	60
do do	J. Gillespie	4	3	4 " (from ")	24	40
Argyle Shore and Bonshaw	S. Beaton	3	3	3 " and 14 days (to July 14, '10)	13	00
Arlington and Richmond	P. Cameron	7¼	3	12 "	86	76
Armadale and Monticello	J. A. Carter	2½	3	12 "	45	00
Armadale and Railway Station	A. McCormack	⅛	6	12 "	32	00
Angustine Cave and Cape Traverse	J. Ahearn	3 & 5½	3 & 6	12 "	137	24
Avondale and Railway Station	E. A. Curran	2	3	6 " (to Sept. 30, '10)	27	30
do do	D. P. O'Keeffe	2	3	6 " (from ")	34	32
Baldwins Road and Railway Station	J. Moar	1⅓	3	12 "	30	66
Bangor and Morell Station	M. O'Brien	4¾	3	12 "	73	00
Bayfield and Glencorradale	J. McEachern	3½	2	12 "	29	60
Bay Fortune and Souris East	C. Coffin	10½	3	12 "	110	00
Beach Point and Murray Harbor	S. Jordan	2½	6	12 "	85	00
Bear River and Railway Stotion	L. McDonald	1/16	6	12 "	20	00
Beaton's Mills and Railway Station	J. A. McIsaac	⅛	6	9 " (to Dec. 31, '10)	26	91
do do	do	1	6	3 " (from ")	12	50
Bedeque and Fernwood	D. McInnes	9½	3	12 "	87	05
Bedeque and Summerside	E. H. Howat	12	6	12 "	427	33
Bedford Station and Donaldson	L. Court	3	2	12 "	38	00
Bedford Station and Dunstaffnage	L. McCallum	1½	6	12 "	75	12
Bedford Station and Grand Tracadie	D. A. McDonald	5	3 & 6	12 "	97	48
Bedford Station and Ry. Station	F. Berrigan	1/16	6	12 "	40	00
Bedford St'n. and Ten Mile House	D. Mullin	1¾	3	12 "	54	60
Belfast and Pinette	M. Martin	4 & 12	3 & 3	12 "	120	00
Belfast and Railway Station	B. Martin	3½	6	12 "	109	45
Belle Creek and Railway Station	A. Matheson	1¼	6	12 "	78	25
Bellevue and Railway Station	M. F. McDonald	2¾	6	12 "	87	00
Bloomfield and Bloomfield Station	S. Peters	2	3	12 "	55	00
Bloomfield Station and Glengarry	R. Shaw	5½	3	12 "	75	00
Bloomfield Station and Miminegash	J. O'Halloran	8	3	12 "	78	00
Bloomfield Station and Ry. St'n	F. Peters	¼	12	12 "	45	00
Blooming Point North and Tracadie Cross	J. E. Lacey	4¾	3	12 "	85	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bonwell and Churchill	J. Costello	4	3	12 months	44 44
Boughton Island and DeGros Marsh	D. J. McCormack	3	2	12 ″	65 00
Brackley Beach and Winsloe St'n	E. Saunders	21	3 & 6	12 ″	330 39
Brae Harbour and Coleman	T. M. Howatt	$12\frac{1}{3}$	3	12 ″	62 93
Breadalbane and Millvale	R. McKay	$7\frac{1}{2}$	3	12 ″	96 75
Breadalbane and New London	J. Warren	12	6	12 ″	373 00
Breadalbane and Railway Station	M. Matheson	$\frac{1}{16}$	as req.	12 ″	115 38
Breadalbane and Victoria	P. M. Foy	$10\frac{1}{2}$	6	12 ″	315 00
Bridgetown and Strathcona	E. L. Burdett	$3\frac{1}{4}$	3	12 ″	45 24
Bridgetown and Upton	C. Stewart	3	3	12 ″	46 00
Bristol and Railway Station	G. Hume	1	12	12 ″	68 64
Brookfield and Railway Station	A. Beaton	2	6	12 ″	90 00
Brudenell and Railway Station	Geo. H. Myers	$\frac{3}{8}$	6	12 ″	35 00
Burlington and Spring Valley	A. McKay	2	6	9 ″ (to Dec. 31 '10)	69 75
do do	R. L. McKay	2	6	3 ″ (from ″)	23 25
Caledonia and Lewes Lot 10	J. L. McKinnon	$2\frac{1}{2}$	3	7 ″ (to Oct. 31 '10)	14 53
Caledonia and Railway Station	A. Beaton	4	6	7 ″ (″)	72 44
do do	A. A. McKenzie	4	6	5 ″ (from ″)	74 83
Canoe Cove and New Haven	J. Corrigan	$8\frac{1}{2}$	3	12 ″	105 00
Cape Traverse and Railway Station	H. Howatt	$\frac{1}{16}$	12	12 ″	93 00
Cape Traverse and Searleton	W. Muttart	$6\frac{1}{4}$	6	12 ″	144 87
Cape Traverse Boat House and Railway Terminus	W. H. P. Irwing	$\frac{1}{16}$	as req.	Season 1910-11	117 00
Cape Traverse Boat House and Summerside	J. P. Irwing	15	as req.	″	87 00
Cape Wolf and Lot 4	J. McKay	6	3	12 months	85 00
Cardigan Bridge and Launching Place	D. Foley	26rt	3	12 ″	274 74
Cardigan Bridge and Lot 56	A. Shaw	16	6	12 ″ (less fine)	495 93
Cardigan Bridge and Martinvale	A. C. McInnes	8	3	12 ″	91 00
Cardigan Bridge and Railway Station	J. W. McNeill	$\frac{1}{8}$	as req.	12 ″	173 50
Cardigan Bridge and St. Georges	D. Foley	12	3	Summer season 1910	102 00
Cavendish and Hunters River	J. Beaton	29rt	6	12 months	474 50
Central Bedeque and Middleton	W. Roberts	2	6	12 ″	70 00
Charlottetown and Cherry Valley	J. Doyle	12	6	12 ″	369 08
Charlottetown and Hampton	N. H. McNevin	24	6	8 m. & 16 d.f. July 15 '10	591 78
Charlottetown and 9 mile Creek	S. T. Currie	24	3	9 months (to Dec 31 '10.)	128 94
do do	W. Lane	24	3	3 months (from Dec. 31 1910 and special trips).	63 00
Charlottetown and Marshfield	R. McFarlane	$4\frac{3}{4}$	6	12 ″	104 66
Charlottetown and Railway Station	P. Stewart	$\frac{1}{2}$	as req.	12 months	619 00
Charlottetown and Xmas delivery	J. G. Worth			″	21 00
do do	J. Doyle			Special trips	4 00
Charlottetown and Street Letter Box	J. E. Dalziel	$4\frac{27}{35}$	18	3 months (to June 30 '10	62 88
do do	B. W. Carr	$4\frac{24}{35}$	18	9 ″ (from ″)	242 75
Charlottetown and Victoria	N. H. McNevin	24	6	3 m. & 14 d. (to 14 July '10)	189 18
Charlottetown and Winter Steamers	P. Stewart			Special trips	45 50
Charlottetown and Steamers	J. F. Whear, Asst P.O.I.	to pay.		″	4 56
do do	J. G. Worth			″	1 50
Cherry Grove and New Harmong	P. Powers	2	2	3 months (to June 30 '10)	12 00
Cherry Valley and Earnscliffe	F. M. Vessey	$7\frac{1}{2}$	6	12 ″	164 91
Clear Springs and Railway Station	J. D. Gillis	8	3	12 ″	132 60
Clermont and Kensington	J. A. McDonald	3	3	12 ″	72 00
Clinton and Kensington	H. Woodside	6	6	12 ″	169 68
Clyde Station and Railway Station	N. McLeod	$\frac{1}{16}$	3	12 ″	17 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Coleman and Railway Station	T. M. Howatt	1/16	18	12 months	55 00
Coleman and Western Road	H. J. Reid	1½	2	12 "	30 00
Coleman and West Point	A. McPhee	16 54/80	3	12 "	168 56
Culloden and Railway Station	J. A. McIsaac	3	3	12 "	28 00
Darlington and Railway Station	D. McPherson	¾	6	12 "	48 81
Darlington and Stanchel	D. McPherson	9	3	12 "	123 22
Darnley and Kensington	W. R. Mann	15	6	12 "	484 00
DeBlois Station and Railway Station	S. Bernard	1	3	12 "	26 75
Dingwells Mills and Railway Station	J. Gorman	8	2	9 " (fr. July 1 '10)	66 36
Dromore and Railway Station	J. Logan	8½	3		108 00
Durell and Lot 56	J. Swallow	7	3	12 months	124 80
Dewar Road and Mill River	A. Richard	2	3	12 "	50 00
East Baltic and Red Point	B. Holland	4	3	12 "	45 00
East Point and Souris East	C. Young	15	3	12 "	240 00
Ebbsfleet and St. Louis	J. Gaudet	4	3	3 " (to June 30 '10)	15 00
do do	P. F. Perry	4	3	9 " (from ")	56 25
Ebenezer and Wheatley River	A. McCallum	2½	3		45 24
Egmont Bay and Wellington Station	J. Campbell	11½	6		200 00
Elliotts Mills and Railway Station	R. A. Elliott	1/16	6	12 months	30 00
Elliotvale and Peakes Station	P. MacDonald	3½	3	12 "	59 25
Ellis River and Miscouche	N. Howatt	11½	3	12 "	168 31
Elmira and South Lake	D. D. McDonald	3	2	12 "	26 00
Elmsdale and Railway Station	D. Adams	1/16	6	12 "	20 00
Elmwood and New Haven	O. Clarkin	3	2	12 "	40 00
Emerald and Founds Mills	L. McKay	9¼	4	12 "	175 38
Emerald and Railway Station	F. P. Murphy	⅛	as req.	12 "	171 63
Emerald and Shamrock	B. Murphy	2½	3	12 "	44 00
Emerald and Summerside	H. R. Moase			Special trips	35 00
Emerald and West Newton	J. B. Trainor	4	3	12 months	57 00
Enmore and Port Hill Railway Station	A. McArthur	6	3	12 "	93 60
Fanning Brook and Railway Station	B. Jay	2⅓	2	12 "	40 00
Flat River and Railway Station	D. J. Ross	3½	6	12 "	78 20
Forest Hill and Head of St. Peters Bay	R. Matheson	6	3	12 "	69 25
Fredericton Station and Railway Station	H. Rackham	1/16	6	12 "	37 56
Freetown and Lower Freetown	S. Burns	2½	3	12 "	79 93
Freetown and Railway Station	R. B. Auld	½	12	12 "	90 00
French River and Kensington	J. Lynds	25	6	12 "	519 91
Gaspereaux Cross Roads and Panmure Island	W. Jamieson	2½	3	12 "	44 00
Gambles Corner and Upper Westmoreland	R. Rogerson	3	3	12 "	40 00
Georgetown and Railway Station	R. R. Jenkins	½	as req.	12 "	173 40
Georgetown and SS. "Minto."	R. R. Jenkins	½	as req.	Winter season 1910-11	16 60
Gladstone and Murray River	G. Mabey	2½	3	12 months	45 00
Glenfinnan and Hillsboro Lot 48	H.T.Cummiskey	7½	3	12 "	139 63
Goose River and Head of St. Peters Bay	F. Cummings	4⅓	2	12 "	79 00
Gowan Brae and Souris East	P. Manning	3	3	12 "	78 00
Grangemount and Travellers' Rest	J. C. McDonald	2½	3	10 " (from June 1, '10)	45 50
Greenfield and Victoria Cross	J. Evans	2	3	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Greenvale and Little Harbour.,. ..	D. F. Mooney...	2	3	12 months..............	38 00
Greenwich and Head of St. Peters Bay	A. B. Hyndman	6	2	3 " (to June 30, '10)	13 63
do do	J. McK. Simmons	6	2	9 " (from do)	52 50
Haliburton and Maddock..........	D. McWilliam...	2	3	12 "	39 00
Hampshire and New Wiltshire	J. Stewart ...	3	3	12 "	37 48
Hazelbrook and Railway Station...	G. W. Wood.....	½	6	6 " (to Sept. 30, '10)	17 50
Head of Hillsborough and Mount Stewart	J. S. Douglas...	5½	2	12 "	55 00
Head of St. Peters Bay and Railway Station	B. O'Hanley....	¼	12 & 24	11 " and 23 days (from Ap. 7, '10)	86 24
Hebron Lot 8 and Little Pierre Jacques	E. Cropley......	2½	3	12 "	25 60
Hermitage and Railway Station....	F. Vickerson....	¼	6	12 "	25 00
High Bank and Railway Station...	L. Giddings	5½	6	12 "	175 00
Hillsborough Lot 48 and Johnston's River...	J. Horton	5	3	12 "	101 76
Hillsborough Lot 48 and Railway Station	G. McKenzie...	1/16	12	6 " (to Sept. 30, '10)	14 74
do do	C. Pippy..	1/16	12	6 " (from do)	10 92
Hunters River and North Rustico.	F. R. Hughes...	28⅛	6	12 " (and extra trips)	473 56
Hunters River and Railway Station	J. H. Van Iderstine	1/16	24	12 " (do)	153 24
Inverness and Portage	M. P. Kilbride...	2½	3	12 "	53 04
Iona and Railway Station.	B. Martin	½	6	12 "	41 70
Iris and Railway Station	A. Beaton......	½	6	5 " (from Nov. 1, '10)	18 71
Kellys Cross and New Wiltshire ...	J. A. Bradley...	11	6	12 "	225 00
Kelvin Grove and Summerside....	H. Waugh......	6¼	3	12 "	120 97
Kensington and Railway Station..	G. Glover.......	⅛	24 R.	12 "	180 00
Kildare Capes and Tignish..... ..	O. DesRoche....	5	2	12 " (and extra trips)	53 10
Kingston and North River	R. H. Simmons ..	4	6	6 " (and 14 days to Oct. 14, '10)...	91 58
do do	N. Williams....	4	6	5 " (and 17 days from do)	79 42
Kinkora and Maple Plains.........	T. Gallagher....	3½	2	12 "	29 76
Kinkora and Railway Station......	P. K. Trainor...	¼	12	12 "	51 87
Kinlock and Railway Station	A. B. Macdonald.	4	6	6 " (from Oct. 1, 10)	107 64
Kinross and Railway Station	A. A. McLeod..	½	12	12 "	77 00
Leoville and DeBlois Railway Station.............	C. Myers..	2	3	12 "	35 00
Linkletter and Summerside........	T. W. Murray..	3	3	12 "	75 76
Little Sands and Railway Station..	J. Fraser..	4	6	12 "	90 00
Little Tignish and Tignish	J. Chiasson.....	3½	2	12 "	26 00
Little York and Railway Station..	M. Lawson......	1/16	12	12 "	64 00
Little York and Stanhope........	H. Hardy.......	23½	3 & 6	12 "	291 88
Locke Road and Mill River........	M. Howard ..	4½	3	12 "	62 00
Lorne Valley and Railway Station.	A. Finlayson ...	4	3	12 "	50 00
Lot 4 and Railway Station	J. McKay....	4	6	12 "	156 48
Lot 10 and Railway Station	H. Ritchie......	1½	3	12 "	40 00
Lot 11 and Railway Station........	A. Kilbride.....	5¼	6	12 "	141 30
Lot 12 and Railway Station........	W. Hayes, sr....	2	18	12 "	169 71
Lyndale and Montague	J. Mahar......	7	3	12 "	120 00
McNeill's Mills and Railway Stn ..	J. A. McNeill ..	1/16	6	12 "	20 20
Maple Leaf and Railway Station .	J. Sanderson....	5	3	12 "	80 0

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Marion and Railway Station	R. Horton	⅛	6	12 months	15 00
Milburn and Morell Station	Alex. Cobb	5½	3	12 "	101 00
Mill River and Railway Station	N. Doiron	½	12	12 "	40 00
Mill River and Roxbury	A. Arsenault	15	3	12 "	161 68
Millview and Railway Station	W. C. Smith	¾	6	12 "	69 00
Milton Station and North Milton	H. Terrell	2	3	3 " (to June 30, '10).	9 36
do do	A. Bell	2	3	9 " (from ")	58 50
do do Railway Stn	H. Terrell	⅛	6	12 "	31 30
Miscouche and Railway Station	A. F. Gillis	½	18	12 "	68 89
Montague and Murray Harbour North	J. Fields	37½ r. t.	6	12 " less fine	407 67
Montague Bridge and Railway Stn.	A. Kennedy	⅛	36	12 " and extra trips	151 60
Morell East and Morell Station	P. J. Hughes	2½	2	12 "	20 00
Morell Station and Railway Stn	G. Coffin	1/16	18	12 "	20 39
Morell Station and Sinnots Road	M. O'Brien	7 & 9	2 & 3	12 "	73 00
Mount Albion and Railway Station	W. J. McEachern	1/16	12	12 "	46 95
Mount Hope and Railway Station	T. Burge	5	3	12 "	49 88
Mount Stewart and Point De Roche	P. McCormack	4½	2	12 "	52 00
Mount Stewart and Railway Stn	D. Jay	¼	as req.	12 "	74 83
Mount Stewart and Savage Har	G. Gunn	7	2	12 "	44 00
Mount Vernon and Railway Stn	J. L. Morrison	2	3	12 "	35 00
Muddy Creek and St. Nicholas Railway Station	J. W. Beairsto	1½	6	12 "	70 00
Murray Harbour and Railway Stn.	A. W. Clements	⅓	12	12 "	75 12
Murray River and Railway Station.	R. Keenan	⅛	12	12 "	46 95
New Acadia and Railway Station	C. A. Gallant	¼	3	12 "	22 48
New Annan and Railway Station	W. B. Bowness	⅓	6	12 "	75 00
Newton Cross and Railway Station.	A. Morrissey	1½	3	6 " (to Sept. 30, '10).	10 92
do do	J. Cody	1½	3	2 " (to Nov. 30, '10).	5 20
do do	J. Morrissey	1½	3	4 " (from ").	10 40
New Perth and Railway Station	R. G. McLaren	3½	6	12 "	162 68
New Wiltshire and Railway Stn	E. Easter	¾	12	12 "	100 16
New Zealand and Railway Station.	R. Morrow	½	3	6 " (to Sept. 30, '10).	11 70
do do	P. Conway	½	3	6 " (from ").	14 75
Northam and Railway Station	J. E. Yeo	1/16	6	12 "	40 00
Northam and Victoria West	D. McLeod	5½	3	12 "	80 00
North Lake and Souris East	A. McIsaac	27½	3	12 "	329 28
North St. Eleanors and Summerside	W. Rogers	4½	6	12 "	177 00
O Leary Station and Railway Stn	R. Ellis	1/16	12&18	12 "	161 70
O'Leary Station and West Cape	J. Jelly	12	3	6 " (to Sept. 30, '10).	72 50
do do	W. Ellis	12	3	6 " (from ").	110 03
Orwell and Orwell Cove	A. B. McDonald	3	6	6 " (to Sept. 30, '10).	38 88
Orwell and Railway Station	S. C. Gay	1	12	6 " (to Sept. 30, '10).	50 00
Palmer Road and St. Louis	W. Kinch	8¼	3	12 "	79 64
Peakes Station and Railway Stn	L. Murnaghan	1/16	12	12 "	50 00
Peakes Station and Ruskin	J. McInnes	11½	2	12 "	86 08
Peakes Station and St. Patricks Road	D. McBride	3½	2	12 "	24 00
Pisquid and Railway Station	B. Jay	1½	2	12 "	30 00
Pinsville Station and Rosebank	S. Gallant	3	2	12 "	30 00
Pinsville Station and Railway Stn	J. S. Gallant	1/16	6	12 "	25 00
Poplar Grove and Railway Station	R. B. Milligan	1¾	3	12 "	34 48
Portage and Railway Station	A. Mathews	1/16	6	12 "	15 00
Portage and Woodbrook	W. Adams	2½	3	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Hill and Railway Station	J. H. Yeo	4	24	6 months (to Sept. 30 '10)	109 00
do do	H. Nisbet	4	24	6 " (from ")	80 25
Port Wood and Railway Station	D. A. Simons	3	3	12 "	54 60
Pownal and Village Green	L. Carver	3½	3	12 "	51 00
Richmond and Railway Station	P. Cameron	1/16	12	12 "	52 00
Richmond and St. Chrysostome	J. J. McNeill	7	3	12 "	92 00
Rollo Bay East and Souris East	E. Peters	2½	3	12 "	40 00
Roseberry and Railway Station	J. T. Weatherbie	4½	3	12 "	61 00
St. Andrews and Railway Station	C. A. McDonald	⅛	3	12 "	36 00
St. Charles and Railway Station	J. McIsaac	8	2	3 " (to June 30 '10)	18 36
St. Louis and Railway Station	J. J. Chaisson	⅝	6	12 "	15 60
St. Louis and Woodville	J. Beairsto	3	2	12 "	24 00
St. Mary's Road and St. Mary's Road East	J. A. McGee	2½	2	12 "	25 00
St. Teresa and Railway Station	A. Bradley	6	4	12 "	78 25
St. Teresa and St. Teresa West	H. Curran	2½	3	12 "	30 00
Sackville and Transfer of mails	Intercolonial Ry				8 00
do do	C. N. Wilmot				15 50
Scotchfort and Railway Station	J. A. McDonald	¼	3	12 "	22 61
Sea Cow Pond and Tignish	P. A. Doyle	7½	2	12 "	50 00
Selkirk Road and Railway Station	P. Dougherty	3	2	7 " (to Oct. 31 '10)	19 98
Sherwood Station and Railway Stn	A. J. Watkins	1/16	6	9 " (from July 1 '10)	15 00
Skinners Pond and Tignish	N. Gallant	10¾	2	12 "	90 00
Souris East and Railway Station	J. Heartz	1½	12 & 24	3 " (to June 30 '10)	57 38
do do	M. E. Heartz	½	12	9 " (from ").	147 44
Suffolk Station and Railway Stn	A. Ferguson	1/16	3	12 "	30 00
Summerside and Railway Station	J. Richard	⅓	as req.	12 "	277 84
Summerside & Street Letter Boxes	J. Richard	1½	18	12 "	75 00
Summerside and "S.S." Minto	C. Kenny			Special trips	50
Summerville and Railway Station	A. M. Carver	4	6	12 months	135 00
Thorndyke and Railway Station	S. R. Prowse	⅛	3	12 "	25 00
Tignish and Railway Station	J. W. Green	⅛	24	12 "	140 00
Tracadie Cross and Railway Station	J. S. McDonald	1¼	3	12 "	50 00
Travellers Rest and Railway Station	T. Townsend	1	3	12 "	50 76
Union Corner and Wellington Stn	Z. G. Muttart	7	6	12 "	200 00
Union Road and Railway Station	C. Mallett	1	3	12 "	45 00
Valleyfield and Valleyfield East	A. E. Smith	1½	6	12 "	48 48
Vernon River and Railway Station	A. M. Carver	1/16	12	12 "	50 08
Vernon River Bridge and Railway Station	D. J. McDonald	⅛	12	12 "	45 00
Websters Corner and Railway Stn	A. McEachern	6¾	6	12 "	153 37
Wellington and Wellington Station	P. Ayers	1½	2	12 "	20 00
Wellington Station and Railway Station	F. T. Arsenault	1/16	24	12 "	55 03
West Devon and Railway Station	W. R. McNeill	1/16	6	12 "	25 00
West St. Peters and Railway Station	J. MacDonald	2½	3	12 "	50 00
Winsloe Station and Railway Stn	E. E. Good	⅛	1 & 2	12 "	96 00
Wood Islands North and Railway Station	D. M. McLeod	¼	3	12 "	31 40
Wood Island West and Railway Station	A. J. McMillan	4½	6	12 "	104 90
Total					$26,037 41

APPENDIX B—*Continued.*

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abercrombie Pier and New Glasgow	A. Dunbar	8	2	6 mos. (to Sept. 30, '10)	54 40
do do	J. G. M. English	8	2	6 " (from ")	54 40
Acaciaville and Jordantown Railway Station	H. T. Warne	¾	12	12 "	100 00
Achosnach and River Dennis Centre	J. A. Campbell	2½	3	12 "	40 00
Advocate Harbour and Apple River	T. L. Turple	10	6	12 "	343 00
Advocate Harbour and Cape D'Or.	B. M. Elliott	4	6	12 "	150 00
Advocate Harbour and Eatonville	do	12	3	12 "	165 00
Advocate Harbour and Parrsboro	J. A. Patterson	32	6	12 "	800 00
Advocate Harbour and West Advocate	B. M. Elliott	2	3	12 "	50 00
Afton and Back Lands	W. Boyle	5	1	12 "	25 25
Afton and Bayfield	E. H. Strople	2½	6	12 "	90 90
Afton and Railway Station	do	⅛	12	12 "	36 36
Afton Station and Railway Station	J. McDonnell	¼	6	12 "	35 00
Albany Cross and New Albany	J. H. O'Berne	7	3	12 "	150 00
Albert Bridge and Railway Station	M. Ferguson	8	3	12 "	271 44
Alder Point and Little Bras d'Or	W. Dugas	6	2	12 "	110 00
Alexander and Blackstone	D. R. McDonald	3	3	1 " 20 ds. (to May 20, '10)	4 40
Alexander and North Highlands	F. Beaton	6½	2	4 " (to July 31, 1910)	52 97
Alexander and Black River Station	E. D. McQuarrie	1½	6	12 "	53 21
Allendale and Lockport Ry. Station	M. C. Arnold	200 yds.	6	12 "	50 00
Alton and Railway Station	B. Hood	75 yds.	6	12 "	40 00
Amherst and Amherst Point	C. N. Coates	4½	6	12 "	243 01
Amherst and Northport	J. R. Lamy	20½	6	12 "	629 00
Amherst and Oxford	G. Chisholm	26	3	5 " 23 ds. (to Sept. 23,)	245 07
do do	J. E. Hills	26	3	6 " 7 dys. (from ")	310 43
do do	R. S. Thompson	26	3	2 Special trips, Sept. '10	10 50
Amherst Railway Stn. and Street Letter Box	E. Casey	¼ & 4 rt	48 & 12	12 months	600 00
Amherst and Rockwell Settlement	J. R. Lamy	22	6	12 "	619 00
Amherst and Upper Nappan	T. Read	3½	2	12 "	50 00
Annapolis Royal and Dalhousie West	J. Gormley	16	2	12 "	184 00
Annapolis Royal and Granville Ferry	B. Dolan	1	6	12 "	250 00
Annapolis Royal and Mochelle	M. Wells	3½	3	12 "	140 00
Annapolis Royal and Perott Settlement	V. Lynch	9	2	12 "	90 00
Annapolis Royal and Ry. Station	J. H. Edwards	½	12	12 "	166 50
Annapolis Royal and South Milford	A. D. Thomas	15½	6	12 "	290 00
Anthony's Line and Scotch Village	H. Cochran	11 rt	3	12 "	150 00
Antigonishe and Ballantyne's Cove	J. S. McEachern	22½	6	12 "	1,275 30
Antigonishe and Brophys	C. Chisholm	26 rt	3	12 "	149 59
Antigonishe and Glen Uig (Pleasant Valley)	J. D. McDonald	7	3	12 "	124 00
Antigonishe and Goldboro	T. J. Sears	53	6	12 "	2,333 00
Antigonishe and Livingstone's Cove	C. McNeil	23	6	12 "	1,195 00
Antigonishe and Lower West River	D. H. Williams	3½	2	12 "	49 80
Antigonishe and Railway Station	T. J. Sears	¾	as req.	12 "	283 00
Antigonishe and Sherbrooke	J. O. Leary	40	6	12 "	1,073 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Antigonishe Harbour South Side and Lower South River	C. J. Fraser	4½	2	12 months	86 00
Apple River and Joggin Mines	G. Landigan	29	6	2 " (to May 31, '10)	266 67
do do	B. Atkinson	29	6	10 " (from ")	1,000 00
Apple River and West Apple River	R. McWhirter	4	3	12 "	90 00
Arcadie and Pinkney's Point	J. B. Surette	11	2	12 "	105 00
Arcadia and Railway Station	F. A. W. Hatfield	⅓	12	10 " (from June 1, '10)	63 84
Argyle Head and Railway Station	H. Nickerson	¾	12	12 "	37 50
Arichat and Petit de Grat Bridge	J. Parker	4	6	12 "	80 00
Arichat and Pondville	A. Boudrot	3	3	12 "	50 00
Arichat and Robins	W. Benoit	1½ W. & 3¾ L.	6	12 "	65 00
Arnold and Swansburg	J. A. Ringer	3	3	9 " (to Dec. 31, '10)	15 00
do do	A. Swansburg	3	3	3 " (from ")	12 50
Ashdale and Upper Glen Road	V. Chisholm	2	3	12 "	40 00
Ashfield and Orangedale	J. B. McDonald	3½	3	12 "	42 50
Ashmore and Gilbert Cove	E. C. Kinney	2	6	12 "	75 00
Askilton and West Bay Road	H. A. Archibald	3	3	12 "	60 00
Aspen and James River Station	W. E. McKeen	29	3	12 "	462 50
Athol and Little Forks	Rhodes Curry Co., Ltd.	3	3	12 "	100 00
Athol and Railway Station	D. F. Archibald	1	12	12 "	120 00
Athol and South Athol	C. W. Blenkhorn	3	3	12 "	130 00
Auburn and Greenwood	E. Neily	9 rt		9 " (to Dec. 31, '10)	29 25
do do	E. B. Neily & C. W. Magee, sureties.	9 rt	1	3 " (from ")	9 75
Auburn and Railway Station	G. O. Jacques	¼	16 & 12	12 "	86 50
Auburn and Weltons Corner	G. Stark	8½ rt	2	12 "	52 63
Aulds Cove and Railway Station	M. Forrestall	2	6	12 "	92 50
Auvigny and Havre Aubert (Amherst Id.)	T. Lorade			Special trip	3 00
Avondale Station and Dunmaglass	R. W. McDonald	9½	6	12 months	349 80
Avondale Station and Ry. Station	do	1	12	12 "	200 00
Avonport and Avonport Station	J. Starratt	1½	6	12 "	59 77
Avonport Station and Ry. Station	L. F. Fuller	40 yds.	12	12 "	55 00
Aylesford and Dalhousie Road	L. M. Nichols	26	1	12 "	155 00
Aylesford and Harmony	H. S. Brennan	24 rt	1	12 "	63 46
Aylesford and Millville	E. Harris	7½ rt	2	12 "	70 00
Aylesford and Morden	W. Dempsey	9	3	12 "	115 35
Aylesford and Railway Station	E. Harris	¼	12	12 "	110 10
Aylesford and Victoria Harbour	S. Spicer	7⅓	2	12 "	80 00
Aylesford and Weston	E. C. Brennan	13 rt	6	6 " (to Sept. 30, '10)	155 00
do do	G. W. Taylor	13 rt	6	6 " (from ")	156 00
Baccaro and Barrington	J. W. Smith	12	6	12 "	384 00
Back Shore and Pictou	D. G. McKay	28½	3	12 "	305 54
Baddeck and Englishtown	D. McLeod	21	6	12 "	869 00
Baddeck and Forks Baddeck	W. Rice	7	1	12 "	40 00
Baddeck and Iona or Shunacadie	A. Anderson	12 & 8	6	Special trips, Mar., '11	242 50
Baddeck and Ross Ferry	D. McAulay	10½	3	12 months	275 00
Baddeck and Upper Baddeck River	D. McKay	14	2	12 "	140 00
Baddeck and Upper Middle River	J. G. Dunlop	19½	3	12 "	300 00
Baddeck and Whycocomagh	J. J. McNeil	27	6	12 "	874 00
Baddeck Bay and Plaister Mines	K. McIvor	4	3	12 "	65 00
Baddeck Bay and Rear of Baddeck Bay	A. McKay	3½	1	12 "	23 50
Baddeck River North Branch and Forks Baddeck	D. McPhee	5	2	12 "	88 00
Baker Settlement, Chelsea and Greenfield	A. Weagle	5 & 8	3 & 2	12 "	156 94

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baleine and Main-à-Dieu	A. Burke	4½	1	12 months	20 00
Balmoral and Grand Anse	H. A. McLean	5	3	4 " (to July 31, '10).	25 00
do do	A. P. McRae	3½	3	8 " (from ").	40 00
Balmoral Mills and Tatamagouche.	G. E. Lombard	21½ rt	6	12 "	387 00
Barney's Brook and Elmsdale	E. McDonald	4	2	12 "	30 00
Barney's River and Marsh	E. T. McLeod	8½	3	3 " (to June 30, '10).	33 54
do do	M. Ross	8½	3	9 " (from ").	105 37
Barney's River and Railway Sta	A. Murray	5¼	6	12 "	82 16
Barney's River and Rossfield	J. G. Clunis	4¾	1 & 2	12 "	56 33
Barra Glen and Iona	R. P. McNeil	4½	3	12 "	75 00
Barrington and Brass Hill	C. H. Melvin	2½	12	12 "	234 00
Barrington and Oak Park	H. A. Watson	3	6	12 "	93 90
Barrington and Railway Station.	F. Ryer	½	12	12 "	157 00
Barrington Passage and Lower Shag Harbour	J. E. Trefry	7	6	12 "	173 00
Barrington Passage and Orion Wharf	Barrington and Cape Island Steam Ferry Co., Ltd.	6	6	12 "	464 06
Barrington Passage and Seal Island.	C. H. Thomas	20	1	Season 1910	200 00
Barrio's Beach and Big Tracadie.	H. Petipas	4	3	12 months	60 00
Barrs' Corner and New Germany	M. Langille	3	6	12 months	190 00
Barrs' Corner and Parkdale	H. S. Barss	26 r. t.	3	12 "	353 25
Barrs' Corner and Stanburn	A. De Long	6	2	12 "	100 00
Barton and North Range Railway Station	W. I. Gavel	3	12	12 "	187 80
Bass River and Londonderry	Estate of late L. Davidson	14¼	6	12 "	457 00
Baxter's Harbour and Canning	G. H. Whalen	12	2	12 "	133 32
Bay St. Lawrence and Meat Cove	F. Fraser	8⅓	3	12 "	82 00
Bay St. Lawrence and Neil's Harbour	J. Burton	25¼	6	12 "	875 00
Bayside and White's Lake	M. Burke	5 land 3½ water	3	12 "	75 00
Bay View and Digby	M. G. Turnbull.	5	3	7 " (from Sept. 1'10)	67 09
Bear Cove (Cheticamp) and Meteghan	G. L. Comean	4	2	12 "	40 00
Bear River and Bear River East	E. Wright	3½	2	7 " (from Sept. 1('10)	26 25
Bear River and Lansdowne	F. W. Purdy	4	3	12 "	84 00
Bear River and Morganville	J. H. Berry	7 r. t.	1	12 "	25 00
Bear River and Railway Station	F. W. Purdy	5	12	12 "	139 00
Bear River and Victory	J. W. Simpson	11½	1	12 "	57 50
Beauly and St. Andrews	W. Chisholm	6	3	12 "	90 00
Beaver Bank and North Beaver Bank	W. T. Lively	8	2	12 "	100 00
Beaver Bank and Railway Station	C. A. Barrett	25 yds.	12	12 "	68 86
Beaver Cove and Railway Station	J. H. McKinnon	⅝	6	12 "	62 60
Beaver Cove and Rear Beaver Cove	A. Gillis	4½	1	12 "	26 00
Beaver Harbour and Port Dufferin.	S. Jewers	3½	3	3 " (to June 30, '10)	13 12
Bedford and Pockwock	J. Thomas	15	3	12 "	230 00
Bedford and Railway Station	J. MacKenzie	100 yds.	42	12 "	153 37
Bedford and Upper Sackville	A. Peverill	18 r. t.	6	12 "	311 00
Beech Hill and Chester Basin	A. Veinot	6	1	12 "	65 65
Beechmont and North West Arm	J. A. McKenzie	6 & 4	1 & 1	12 "	59 75
Beechville and Railway Station	W. Bishop	300 yds.	3	12 "	35 00
Bellefontaine and Havre Boucher	C. Bouche	2½	3	12 "	85 00
Belle Marche and Eastern Harbour	W. Roche	2	3	4 " (to July 31, 10)	11 00
do do	P. Roche	2	3	4 " (to Nov. 30, '10)	20 00
do do	G. Chiasson	2	3	4 " (from Nov. 30, '10)	20 00
Belleville and Canaan (Yar)	F. B. Meuse	16	2	12 "	160 00
Belleville and Railway Station	J. Babine	⅓	12	12 "	46 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Belmont and Debert Station	A. L. Stevens	15 r. t.	2	12 months	75	00
Belmont and Railway Station	T. Lindsay	½	12	12 "	75	00
Benjamins Mills and Falmouth Station	T. M. Martin	19 r. t.	6	12 "	540	00
Berry Hill and Upper Stewiacke	C. B. Miller	5	2	12 "	50	00
Berwick and Berwick West	C. H. Crispo	3	3	12 "	95	00
Berwick and Grafton	O. F. Bishop	16½ r. t.	6	12 "	403	31
Berwick and Morristown	W. A. Reed	14 r. t.	2	6 " (toSept.30, '10)	52	00
do do	G. R. Nichols	14 r. t.	2	6 " (from ")	67	50
Berwick and Railway Station	T. H. Morse	¾	6 & 10	12 "	89	95
Big Beach and Railway Station	D. A. McNeil	½	6, 2 & 3	12 " and extra trips	64	80
Big Bras D'Or and Black Rock	M. J. McDonald	3	2	12 "	48	00
Big Bras D'Or and Ross Ferry	H. McLeod	14½	3	12 "	232	00
Big Brook and River Dennis Station	H. A. Archibald	5	2	12 "	45	00
Big Glen and Big Pond	P. J. MacCuish	16½	3	12 "	224	62
Big Harbour Island and Malagawatch	M. McKay	3	2	12 "	48	50
Big Intervale Cape North and Cape North	W. A. McLennan	5	2	12 "	65	00
Big Intervale Margaree and North East Margaree	D. Tompkins	13	3	12 "	185	85
Big Island and Merigonish	A. G. McGregor	3 water 13 land	2	12 "	80	00
Big Lorraine and Louisburg	J. Jewell	3	2	12 "	30	00
Big Marsh and Maryvale	D. J. Macdonald	3	2	12 "	45	00
Big Pond and Glengarry Valley	M. McNeil	4	2	12 "	64	64
Big Port L'Hebert and Little Port L'Hebert	E. J. Lloyd	2½	2	12 "	30	00
Big Tracadie and Mattie	W. J. Petipas	8	2	12 "	56	00
Big Tracadie and Black River Railway Station	J. Masten	1	6	12 "	100	00
Billtown and Sheffield Mills	P. E. Sweet	15 r. t.	3	12 "	182	00
Birchtown and Railway Station	C. Long	250 yds.	6	12 "	31	30
Bishops Mountain and North Kingston	J. T. Mapplebeck	6½	1	12 "	40	00
Bishopville and Hantsport	T. Riley	6 & 5½	2	12 "	88	12
Blackett's Lake and Sydney Forks	R. Mackenzie	4	3	12 "	80	00
Black Point (Halifax) and Railway Station	A. N. Hubley	1¼	12	12 "	90	77
Black Rock and Parrsboro	W. Phinney	6	1	12 "	71	00
Blackstone and Railway Station	D. R. McDonald	1¼	3 & 6	10 " 11 dys. (from May 21, '10)	30	27
Blanchard Road and New Glasgow	J. J. Webster	20 & 21	3	12 months	423	50
Blanche and Cape Negro	S. S. Smith	4	3	12 "	100	00
Blandford and Hubbards	C. C. McLean	17	3	12 "	189	00
Blandford and Tancook Island	W. Stevens	5½ & 4¾	2 & 1	12 "	163	00
Block House and Railway Station	I. Mossman	¼	12	12 "	125	00
Block House and Sweetland	M. Veinot	6	1	12 "	30	00
Bloomington and Nictaux Falls	C. H. Dunn	3	2	12 "	49	00
Blue Mountain and East River St. Marys	A. Cameron	19½	6	12 "	468	00
Blue Mountain and Greenvale	D. A. Stewart	2½	2	12 "	20	00
Blue Mountain and Thorburn	J. D. McIntosh	9½	6	12 "	350	00
Blue Rocks and Eastern Point	G. J. Mason	2½ l. & 1½ w.	2 & 1	12 "	50	00
Blue Rocks and Lunenburg	R. A. Backman	5	2 & 3	12 "	140	00
Blue's Mills and Iron Mines	R. J. McDonald	3	3	12 "	46	00
Boisdale and Railway Station	D. J. McIntyre	½	12	12 "	75	00
Boisdale and Rear Boisdale	J. McIntyre	5½	1	12 "	35	00
Boulardarie and Little Bras d'Or	D. Hood	20	3	12 "	384	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $ cts.
Boutilliers' Point and Railway Sta.	A. E. Poultillier	67 yds.	12	12 months	35 00
Bowser Station and Railway Station	A. Bowser	50 yds.	12	12 "	37 56
Boyds and Fraser's Mills	A. A. Boyd	2	3	12 "	30 00
Boylston and Milford Haven Bridge	W. Imlay	¾	12	12 "	100 00
Roylston and Mulgrave	J. Cody	30	3	9 " (to Dec. 31, '10)	575 00
do do	G. W. Simpson	30	3	3 " (from ")	158 75
Boylston and South Manchester	J. A. McMaster	4	3	12 "	100 00
Boylston and Tracadie Road	J. A. McPherson	5	2	12 "	40 00
Brazil Lake and Gardiner's Mills	C. E. Nickerson	2¾	3	12 "	141 00
Brentwood and Railway Platform	M. Brenton	150 yds.	12	12 "	75 00
Brickton and Railway Station	P. G. Banks	¼	12	6 " (to Sept. 30, '10)	35 10
do do	G. W. Greene	¼	12	6 " (from ")	62 45
Bridgeport and Electric Tramway	A. O. MacDonald	20 yds.	12	12 "	40 00
Bridgetown and Centrelea	E. Messenger	3½	3	12 "	112 50
Bridgetown and Clarence	C. Bishop	10	6,3&3	1 " (to April 30, '10)	52 00
do do	B. Bezanson	10 & 21½ r t.	3 & 3	11 " (from ")	556 01
Bridgetown and Dalhousie West	T. Todd	28 r.t.	2	12 "	130 00
Bridgetown and Granville Ferry	W. R. Mills	14	6	12 "	369 00
Bridgetown and Hampton	J. F. Titus	6	2	12 "	25 00
Bridgetown, Paradise and Lawrencetown	C. R. Poole	7½ & 3 4	4 & 1	12 "	201 97
Bridgetown, Hampton and Parker's Cove	N. Grant	26 & 12½ r.t.	2 & 2	12 "	328 00
Bridgetown and Railway Station	F. Crosskill	¼	12	6 " (to Sept. 30, '10)	50 00
do do	W. V. Jones & C. R. Poole	¼	12	6 " (from ")	80 00
Bridgeville and Railway Station	S. Cameron	¾	12	12 "	65 00
Bridgewater and Lunenburg	T. Ramey	12	3	3 " (to June 30. '10)	43 75
do do	R. R. Feindel	12	3	9 " (from ")	186 00
Bridgewater and Mill Village	J. B. Hatt	39½	3	9 " 12d. (to Jan. 12 '11)	534 58
do do	J. S. Harlow	39½	3	2 " 19 d. (from ")	162 50
Bridgewater Baker Settlement and Pleasant River	R. R. Feindel	13 & 10	2 & 3	12 "	375 00
Bridgewater and Railway Station	S. I. Feindel	¼	30 & 46	12 "	388 30
Bridgewater and Stanley Section	C. D. Walker	32 R. T.	2	12 "	220 00
Brighton and Railway Station	C. Marr	3½	6	12 "	203 45
Brileys Brook and Railway Station	A. McDonald	⅛	6	12 "	93 90
Broad Cove Chapel and McEachen Mills	D. McEachen	2½	2	12 "	40 00
Broad Cove Marsh and Main Post Road	A. McDougal	2	2	12 "	20 00
Broadway and Railway Station	A. Dillon	12½	3	6 " (to Sept. 30, '10)	61 62
do do	C. Wilkinson	12½	3	6 " (from "	95 94
Brookfield and Forest Glen	H. B. Benjamin	13 r. t.	2	12 "	75 00
Brookfield and Green's Creek	A. Boomer	8	2	12 "	145 00
Brookfield and Malaga Gold Mines	M. L. Wyatt	6	6	12 "	295 00
Brookfield and Railway Station	A. W. Freeman	½	12	12 "	99 95
Brookfield and Railway Station	W. S. Hamilton	¼	24	12 "	189 07
Brookland and Salt Springs	G. Gray	3	3	12 "	76 00
Brookfield and Upper Stewiacke	T. Cox	18	6	12 "	499 00
Brooklyn and Railway Station	A. Godfrey	200 yds	12	12 "	113 94
Brooklyn and Yarmouth	N. Murphy	4	3 & 4	12 "	85 42
Brook Village and Centreville East	J. E. McAskill	5	2	12 "	78 00
Brook Village & Lake Ainslie Chap'l	A. J. McDonald	6½	3	8 " (from Aug. 1, '10)	79 33
Brook Village and Rosedale	M. McKinnon	5	2	12 "	45 00
Broughton and Railway Station	J. A. Ferguson	3	12	12 "	194 06
Brown's Mountain & Marshy Hope	D. McEachern	5½	1	12 "	30 00
Brule and Denmark	J. McCoul	5	6	12 "	87 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Brule shore and Tatamagouche	H. V. Cassidy	7	3	12 months	115 00
Bryon Island and Leslie	W. C. Leslie	9	2	Season 1910	366 00
Buckfield and Main Post Road	H. Wynott	1	1	1 month (to April 30, '10)	00 92
Burlington and Victoria Harbour	T. A. Baker	16 r. t.	2 & 1	6 months (to Sept. 30, '10)	37 50
" "	A. C. Hall	16 & 15	1	6 " (from ")	71 00
Burntcoat and Noel	I. Murray	4½	6	12 "	100 00
Caledonia and Cameron Settlement	D. M. Cameron	9	3	12 "	89 00
Caledonia and Liverpool	J. W. Balcom	30	6	9 " (to Dec. 31, '10)	900 00
" "	D. C. Mulhall & A. W. Moren	30	6	3 " (from ")	300 00
Caledonia and Maitland	Estate of Late E. Cushing	30 r. t.	6	12 "	525 00
Caledonia and Railway Station	H. S. Annis	½	12	12 –	98 00
Caledonia and West Caledonia	J. McGinty	3	3	12 "	85 00
Caledonia and Westfield	R. Johnson	3	2	12 "	44 00
Caledonia and Whiteburn Mines	H. McGuire	6½	3	12 "	87 00
Caledonia Mines & Electric Tram'y	M. McNeil	10 yds	12	12 "	40 00
Cambridge Station & Condon Sett.	J. Caldwell	12 r. t.	2	12 "	110 00
Cambridge Sta. & Kinsman's Cor.	H. Porter	15½ r. t.	6	12 "	275 00
Cambridge Station & Ry. Station	J. Caldwell	⅛	Vari's 12&18	12 "	99 91
Camden and Truro	Estate of J. T. McKkim	8	3	12 "	153 33
Campbell and Railway Station	A. R. Graham	2½	6	12 "	100 00
Campbell's Mountain and Whycocomagh	J. D. McAskill	7	1 & 2	12 "	63 67
Camperdown and Italy Cross	J. Z. Wambolt	4	2	12 "	50 00
Canaan and Kentville	S. E. De Wolf	6	6	12 "	269 00
Canada Creek and Grafton	G. Bolser	7 & 5	2 & 1	12 "	80 80
Canning and Lower Blomidon	B. S. West	9	6	12 "	313 00
Canning and Medford	J. W. Newcombe	9 r. t.	6	12 "	165 00
Canning and Railway Station	H. O. Harris	¼	24	12 "	125 20
Canning and Scotts Bay	G. R. Jess	13&15⅜	3 & 3	12 "	240 60
Canoe Lake Gabarouse	J. M. Munroe	4	1	12 "	20 00
Canso and Guysboro	G. W. Myers	34	6	12 "	1,818 00
Canso and Hazel Hill	J. & W. Armsworthy	2	6	6 " (& 15 d. to O. 15, '10	73 60
Cape Anguet and Robins	W. Benoit	2½	3	12 "	44 00
Cape Dauphin & New Campbellton	D. McDermid	4½	2	12 "	50 00
Cape Fourche and Yarmouth	A. B. Crosby	3	6	Season 1910	75 00
Cape George Harbour and St. Peters	K. McKenzie	8	3	12 months	70 00
Cape Negro Island and North East Harbour	G. Perry	3	2	12 "	100 00
Cape North and Dingwall	D. A. McPherson	4	3 for 5 mo. 6 for 7 mo.	12 "	69 05
Cape Sable Island South Side and Orion Wharf	A. Bradford Smith	5½	6	12 "	149 00
Carleton and Richfield	E. G. Gavel	9	2	12 "	100 00
Carleton Village and Railway Station	R. J. Munroe	1½	6	12 "	100 00
Cariboo Gold Mines and Upper Musquodoboit	N. Stewart	8	6	12 "	222 00
Cariboo Island and Waterside	M. McLean	3½	2	12 "	40 00
Carrington and Oxford	G. Hills	19 r. t.	3	9 " (from July 1, '10)	163 80
Carroll's Corner and Elmsdale	J. Carroll	19 r. t.	2	12 "	104 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Castlereagh and Portapique	A. Gamble	16 r. t.	2	12 months	110 00
Catalone and New Boston	D. J. McDonald.	5	2	12 〃	74 72
Catalone and Railway Station	do	2	3	12 〃	66 00
Catalone Gut and Railway Station.	S. Dickson	½	3	12 〃	25 00
Centennial and Long Point	J. McLean	4	3	12 〃	60 00
Central Argyle and Railway Station	H. W. Forbes	½	12	12 〃	93 90
Central New Annan and Tatamagouche	T. E. Bonyman.	18½ r.t.	3	12 〃	185 00
Centre Burlington and Cheverie	L. Sanford	8¼	1	12 〃	48 00
Centre Burlington and Cogmagun River	C. L. Sanford	5	1	12 〃	26 00
Centredale and Elgin	A. A. Campbell.	2	3	12 〃	47 23
Centreville and East Halls' Harbour Road	C. E. Porter	11&23r.t	2 & 1	12 〃	185 00
Centreville and Railway Station	C. M. Roscoe	⅓	18	12 〃	64 55
Chance Harbour and Trenton	S. Fraser	8	3	12 〃	156 00
Chaplin and Dean	L. A. Dean	2½	3	12 〃	75 00
Chapman Settlement and Rockwell Settlement	L. Greene	3	2	12 〃	45 00
Charleston and Mill Village	W. N. Baker	2	6	12 〃	110 00
Charles Cove and Guysboro	M. O'Connor	27	6	12 〃	673 00
Charles Cove and Whitehead	F. Fougere	11⅓	4	12 〃	318 64
Chebogue Point and Yarmouth	W. D Pinckney	12 R. T.	3	3 〃 (to June 30, '10)	24 75
do do	G. T. Bain	12 R. T.	4	9 〃 (from 〃)	195 00
Cherryfield and Railway Station	S. Meisner	½	3	12 〃	48 36
Cherryfield and Sortys	J. H. Robar	3	2	12 〃	60 00
Chester and Railway Station	W. J. Barry	½	12	12 〃	139 94
Chester and Windsor	J. Webber	35	2	12 〃	345 00
Chester Basin and New Ross	C. Cogley	15	2	12 〃	237 00
Chester Basin and Railway Station	Firman Wynott.	¼	12 &24	12 〃	98 55
Cheverie and Newport	E. H. Brison	17	6	12 〃	668 17
Cheverie and Walton	L. Brown	12	6	3 〃 (to June 30, '10)	96 25
do do	J. H. Wilcox	12	6	9 〃 (from 〃)	261 75
Chignecto and Maccan	P. Babino	3½	6	12 〃	234 00
Chimney Corner and Dunvegan	R. McLellan	7	3	12 〃	109 00
Chipman's Brook and Lakeville	A. Pineo	10	2	12 〃	84 84
Chipman's Corner and Kentville	I. W. Pyke	2½	6	12 〃	100 00
Christmas Island and East Bay	J. Bryden	31	3	6 〃 (to Sept. 30, '10)	260 00
do do	Angus Bryden	31	3	6 〃 (from 〃)	260 00
Christmas Island and Railway Station	J. McDougall	¼	12	12 〃	55 00
Christmas Island and Rear Christmas Island	A. J. McKenzie.	1½	3	10 〃 (from June 1, '10)	32 50
Churchover and Railway Station	G. Mahoney	2½	6	12 〃	110 00
Church Point and Railway Station.	V. Thibodeau	2½	12	12 〃	150 00
Churchville and New Glasgow	J. J. McMillan.	6	3	12 〃	100 00
Claremont and River Philip	C. Brenton	14 r. t.	3	12 〃	200 00
Clarkes Harbour and The Hawk.	S. L. Nickerson	3	6	12 〃	100 00
Clarks Road and Louisburg	A. Johnston	4½	1	12 〃	29 00
Clarksville and Railway Station	A. E. Clark	100 yds.	6	12 〃	20 00
Claverhouse and Kenloch	A. D. Gillies	27 r. t.	3	9 〃 (to Dec. 31, '10)	175 50
do do	M. McDonald	27 r. t.	3	3 〃 (from 〃)	58 50
Clementsport and Clementsvale	C. W. Trimper.	4	6	12 〃	130 00
Clementsport and Railway Station	E. Rawding	¾	as req	12 〃	125 00
Clementsvale and Princedale	F. T. Wright	3½	2	12 〃	60 00
Cleveland and Kempt Road	J. N. McLellan	4	6	12 〃	140 00
Cleveland and Railway Station	D. A. McLeod	1	12	12 〃	149 00
Cloverdale and Middle Stewiacke	T. Winton	2	2	12 〃	80 00
Clyde River and Railway Station	A. E. Mack	2½	12	12 〃	231 62
Clyde River and Upper Clyde River	J. A. McKay	26	1	12 〃	142 40
Clydesvale and Earltown	J. Graham	4½	2	12 〃	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Coady Settlement and Main Post Road	J. M. Coady	¼	3	12 months	20 00
Coddles Harbour and Goldboro	T. Scott McLeod	7	2	12 "	129 75
Coldbrook Station and Railway Station	E. E. Porter	¼	var. 12 to 18	12 "	109 91
College Grant and Lochaber	D. Gillis	6	3	12 "	58 50
Collingwood Corner and Farmington	J. W. Metcalfe	12½ r.t.	3	12 "	178 00
Collingwood Corner and Jackson	W. L. Bragg	6½	3	12 "	153 00
Collingwood Corner and Railway Station	J. K. Chapman	8	6	12 "	359 95
Colonial Arms and Railway Station	J. D. Spurr	200 yds.	6	Season 1910	1 00
Comeau Hill and East Chebogue	H. Van Horn	8	2	12 months	90 00
Comeauville and Railway Station	C. Gaudet	2¾	12	12 "	175 00
Concession and Railway Station	P. J. Doucett	1¼	6 & 12	12 "	113 73
Conn's Mills and Railway Station	J. D. De Mings	½	6	12 "	59 00
Conquerall and Hebbs Cross	A. Hebb	2½	3	12 "	75 00
Cooks Brook and Little River Musquodoboit	J. W. Mitchell	6	3	12 "	109 00
Copper Lake and North Lochaber	A. Manson	4¼	3	12 "	100 00
Corberrie and Weymouth	G. W. Prime	14	3	12 "	295 00
Cow Bay and Dartmouth	G. Richard	20 r.t.	2	12 "	150 00
Coxheath and Main Post Road	M. D. Lewis	2	6	12 "	125 00
Craigmore and Railway Station	A. Cameron	1¾	6	12 "	90 00
Cranton Section and Frizzleton	O. Ingraham	3½	3	12 "	42 00
Creignish Rear and Railway Station	A. McMaster	4	1 & 2	12 "	32 50
Crossburn and Railway Station	Davison Lumber Co.	10½	6	12 "	240 00
Cross Roads Country Harbour and Faust Hill	L. Mason	9	3	12 "	100 00
Cross Roads Leitches Creek and Leitches Creek	D. Johnson	3	3	12 "	35 00
Cross Roads Leitches Creek and North West Arm	A. D. Clark	1½	6	12 "	125 20
Cross Roads Leitches Creek and Railway Station	do	¼	6	12 "	62 60
Cross Roads Ohio and Donnybrook	D. P. Carrigan	3	1	12 "	30 00
Cross Roads Ohio and James River Station	J. J. McLean	10	6	12 "	252 00
Cross Roads Rogers Hill and Main Post Road	W. S. McKean	¾	3	12 "	52 00
Crousetown and Petite Riviere Bridge	S. Hilton	3	2	12 "	48 00
Crowell and Railway Station	J. P. D. Crowell	1⅓	12	12 "	129 00
Culloden and Digby	M. G. Turnbull	16 r.t.	3	5 " (to Aug. 31, '10)	87 50
do do	J. Handspiker	7	3	7 " (from do)	72 92
Cummings Mountain and Sunny Brae	J. R. McIntosh	3	2	12 "	40 00
Dalhousie Roads and Lakeview	C. Boylan	5	2	12 "	60 00
Dalhousie Road Forties Settlement and New Ross	J. Corkum	5 & 7	2 & 1	12 "	124 00
Dalhousie Road Falkland Bridge and Railway Station	J. M. Kaulbach	10½, 6½ & 1	3 & 6 & 12	12 "	490 00
Dalhousie Settlement and Millsville	C. A. McIntosh	5½	3	1 " (from Mar. 1, '11)	13 34
Dalhousie Settlement and Scotsburn Station	do	11½	3	11 " (to do)	321 75
Danesville and Railway Station	E. Whynot	2	3	12 "	78 00
Darthmouth-Christmas Delivery	White & Gray	......	......	Special trips	6 00
Dartmouth and Halifax	R. B. McLean	1¼	18	6 mos. (to Sept. 30, '10)	112 50
do do	C. McIvor	1¼	18	6 " (from do)	100 00
do do	do	1¼	6	Season 1910-11	41 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Dartmouth and Montague Gold Mines	F. L. Brown	7	3	12 months	150 00
Dartmouth and Musquodoboit Har.	J. Chisholm	34	3	12 "	800 00
Dean and Shubenacadie	T. Cox	36	6	12 "	1,100 00
Debert Station and Folly Mountain	S. J. Stevens	14¼ & 18¼	2 & 1	6 " (to Sept. 30, '10)	78 00
do do	H. Graham	14¼ & 18¼	2 & 1	6 " (from do)	150 00
Debert Station and Masstown	G. W. Vance	4	6	12 "	155 00
Debert Station and Railway Station	J. Cottam	75 yds.	12	12 "	60 00
Deep Brook and Railway Station	J. R. Vroom	185 yds	6 & 12	12 "	29 83
Deep Brook and Waldeck Line	S. Henshaw	2½	2	12 "	35 00
Deep Cove Island and Yarmouth	J. C. McGray	15	2	12 "	104 00
Deepdale and Strathlorne	A. Munro	2	6	11 " and 22 days to Mar. 22, '11	70 20
do do	A. McIsaac	2	6	9 days (from Mar. 22, '11)	3 20
Delaps Cove and Granville Ferry	R. R. Longmire	12	2 & 3	4 " (to July 31, '10)	52 70
do do	J. W. Withers	12	3	8 " (from July 31, '10)	154 67
Denmark and Railway Station	K. R. McLean	⅛	12	12 months	100 00
Denmark, Earlton and Truro	B. McNutt	12 & 21	6 & 3	12 "	728 00
Descouse and Lennox Ferry	D. A. Kaulbeck.	3⅗	6	9 " (to Dec. 31, '10).	94 46
do do	C. Shannon	3⅗	6	3 " (from ").	35 00
Descouse Poirierville and Rocky Bay	J. P. Gruchy	2 & 4¼	6 & 3	12 "	80 00
Devon and Goffs	J. G. Kerr	7	2	12 "	78 00
Digby and Port Wade	J. W. Mussell	8	2	3 " (to June 30, '10).	12 25
do do	J. E. Keans	8	2	9 " (from ").	36 75
Digby and Railway Station	C. Winchester	200 yds	12	12 "	150 00
Digby and Westport	C. J. Eldridge	43	6	12 "	1,050 00
Digby Wharf and Railway Station.	C. Winchester	¼	as req.	12 "	117 50
Dominion No. 4 and Electric Tramway	J. Gilday	20 yds	12	12 "	40 00
Dominion No. 6 and Glace Bay	D. McIntosh	5	6	12 "	252 52
Doucettville and North Range Corner	J. Zeigler	8	3	12 "	110 00
Drum Head and Goldboro	S. McGiffin	3	4	12 "	107 00
Drummondville and Framboise	D. Patterson	12	2	4 " (to July 31, '10).	33 33
do do	J. McLeod	12	2 & 3	8 " (from ").	122 80
Dufferin Mines and Port Dufferin	H. L. Gallagher.	4	3	9 " (from July 1, '10)	111 25
Duncan and Railway Station	H. Ratuse	¾	6	12 "	49 00
Duncan's Cove and Main Post Road	C. Holland	1	4	12 "	50 00
Dunmaglass and Maple Ridge	A. Fraser	3¾	2	12 "	63 00
Dunmore and McPherson	J. H. McDonald	1½	3	12 "	23 00
Dunvegan and Margaree Island	J. A. McRae	5	1	3 " (to June 30, '10).	8 75
do do	A. Beaton	5	1	9 " (from ").	107 50
Earltown and West Earltown	G. D. Murray	5	2	12 "	70 00
East Amherst and Hastings	J. S. Crandall	2	2	12 "	40 00
East Bay and Glen Morrison	D. Morrison	4½	2	12 "	40 00
East Bay and McAdam's Lake	D. A. McAdam.	7¼	2	12 "	105 00
East Bay and Rear of East Bay	A. McIsaac	3¾	2	12 "	45 00
East of Chezzetcook and Head of Chezzetcook	T. Bonang	3	3	12 "	42 00
East Chezzetcook and Lower East Chezzetcook.	U. Roast.	3⅜	3	12 "	60 00
East Dover and McGrath's Cove	J. McGrath	3	3	12 "	40 00
East Dove and Peggys's Cove	A. A. Scott,	4	3	12 "	100 50
Eastern Harbour and Little River Cheticamp	P. T. Chiasson	2½	2	12 "	29 00
Eastern Harbour and Margaree Harbour	D. W. Munro	21¾	6	12 "	605 00
Eastern Harbour and Plateau	P. C. Chiasson	2½	6	9 " (from July 1, '10)	78 42

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eastern Harbour and Pleasant Bay.	M. H. Leblanc & A. Camue..	27	2	3 mos. (to June 30, '10).	98 50
do do ..	E. A. Moore . . .	27	2	1 " (to July 31, '10).	40 00
do do ..	D. A. Hingley. .	27	2	8 " (from ").	333 33
East Inglisville and Lawrencetown.	H. Daniels	5	2	7 " (to Oct. 31, '10). .	60 67
do do ..	C. C. Stoddart. .	5	2	5 " (from ")..	42 50
East Jeddore and Jeddore Oyster Ponds	F. H. Stoddard.	4⅛	3	12 "	100 00
East Kemptville and Railway Sta..	O. P. Ryerson .	20	3	12 "	209 08
East Mapleton and East Southampton	J. Bird	6	3	12 "	124 00
East Margaree and Main Post Road	F. McInnes	2	12	12 "	138 00
East Mountain and Valley Station.	E. Nelson	3½	2	12 "	70 00
East Pubnico and Railway Station.	B. Hines	⅛	12	12 "	75 12
East River and Railway Station...	J. Meisner	⅓	6	12 "	75 00
East River St. Mary's and Green's Brook	T. Green . ..	5½	2	12 "	65 00
East River Sheet Harbour and Lewiston	G. E. M. Lewis.	7	6	12 "	248 00
East Side Port L'Hebert and Port Joli	W. McDonald..	7	2	3 " (to June 30, '10).	20 00
do do ..	J. Lloyd	7	2	9 " (from ").	55 50
East Side Ragged Island and Rockland	J. Matthews	2	3	12 "	80 00
East Southampton and Railway Sta.	J. Bird, Jr	¼	12	12 "	101 60
East Southampton and South Brook	J. W. Brown	5	2	12 "	50 00
Eastville and Upper Stewiacke	G. Dickie	18½ rt	6	12 "	269 00
East Wentworth and Wentworth Station	D. G. Whidden.	5	3	12 "	79 79
Edwardsville and North West Arm.	J. McDonald. .	6½	3	12 "	169 00
Eel Brook and Lower Eel Brook...	J. T. Surette	2	6	12 "	75 75
Eel Brook and Railway Station	W. D. Van Norden	2½ & 1¼	6& 12	12 "	235 00
Eel Cove and Main Post Road	D. McLeod. ...	⅛	6	12 "	15 00
Eel Creek and Oxford	G. S. Tait	19 rt	3	3 " (to June 30, '10).	40 50
Eight Island Lake and Main Post Road	J. R. Sutherland	½	3	12 "	25 00
Ellershouse and Hartville	G. Swinehammer	1½	6	12 "	90 00
Ellershouse and Newport	C. Rick	6	2	12 "	95 00
Ellershouse and Railway Station...	J. McDonald	50 yds.	24	12 "	75 00
Elmsdale and Railway Station. ..	H.R. Whitehead	300 yds.	18	12 "	140 85
Elmsdale and Upper Nine Mile River	J. McDonald. ..	11	3	12 "	181 80
Emerald and Main Post Road	A. Tompkins	3½	2	12 "	55 00
Enfield and Goffs	C. Goff	6½	3	12 "	146 00
Enfield and Railway Station	H. F. Donaldson	80 yds.	18	12 "	100 00
Enfield and Renfrew	F. D. Horne	7	2	12 "	100 00
Englishtown and Ingonishe Ferry..	W. A, Smith	25½	6	12 "	1,400 00
Englishtown and North Sydney	J. Old	28	6	12 "	1,320 00
Entry Island and Havre Aubert...	J. J. Cassidy	8	1	Season 1910	50 00
Erinville and Guysboro	J. E. Lawlor. ..	16	3	12 months	222 76
Erinville and Roman Valley	P. E. Farrell	7	1	12 "	32 80
Erinville and South River Lake. ..	D, McNeill	12	3	12 "	200 00
Essex and Railway Station	D. Cameron	3	1	12 "	40 00
Estmere Alba and Railway Station	W. J. Kennedy.	4½ & 2	6 & 3	12 "	90 00
Etang des Caps and L'Anse à la Cabane	J. Cormier	3	2	Season 1910	50 00
Etang du Nord and Grand Entry..	J. Patton	24½	as req.	Season 1910	125 00
Eureka and Island East River	A. McKenzie...	2¼	3	12 months	78 00
Eureka and Railway Station	H. Grant	¼	24	12 "	100 00
Evanston and Railway Station	M. Hureau	¼	6	12 "	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fairview Station and Railway Sta.	V. E. White	250 yds.	12	12 months	156 00
Falkland and Herring Cove	P. V. Hayes	3½	2	12 "	48 00
Falmouth Sta. and Railway Sta.	F. H. Manning	12 yds.	12	12 "	60 00
Fauxbourg and Lunenburg	R. A. Backman	6½	1 & 2	12 "	81 00
Feltz South and Rose Bay	W. Mosher	6¼	3	12 "	162 00
Fenwick and Nappan Station	T. H. Coates	3½	3	12 "	110 00
Ferguson's Lake and Main Post Rd.	D. Ferguson	1¼	3	3 " (to June 30, '10).	6 25
do do	N. Morrison	2	3	9 " (from ").	26 25
Ferry Landing and Little Narrows.	M. J. McAskill	2½	3	12 "	58 75
Ferry Landing and Railway Sta.	K. McLennan	5½	6	12 "	153 37
Fifteen Mile Station and Hopewell.	J. McNaughton.	34	1	12 "	260 00
Fisherman's Harbour and Port Hilford	N. Bingley	11	3	12 "	200 00
Five Islands and Great Village	A. S. Kent	28½	6	12 "	927 00
Five Islands and Lower Five Ids	D. Corbett	2	6	12 "	80 00
Five Islands and Parrsboro	A. F. Durning	15	6	12 "	370 00
Five Mile River and Maitland	R. S. Walker	9	3	12 "	180 00
Florence and Little Pond	W. Marsh	2	1	12 "	30 00
Florence and Sydney Mines	W .C. McLean	2	6	12 "	125 00
Folly Laké and Railway Station.	L. Fraser	100 yds.	12	12 "	40 00
Forbes Point and Lower East Pubnico	J. L. Amiro	7	6	12 "	217 48
Forest Glade and Margaretsville	C. McLean.	8 rt	6	12 "	118 00
Forest Glen and Kingross	J. McInnis.	3	3	12 "	39 00
Forties Settlement and Fraxville	A. J. Legge	5	2	12 "	70 00
Fort Lawrence and Railway Sta.	D. Lawrence	¼	12	3 " (to June 30, '10).	31 56
do do	A. M. Trenholm.	¼	12	9 " (from ").	112 50
Fort Lawrence and Upper Fort Lawrence	J. H. Gray	2½	3	12 "	169 06
Fort Louisburg and Louisburg	M. Pope	3½	2	12 "	35 00
Fourchu and Gaberouse	G. Hardy	12	3	9 " (to Dec. 31, '10)	157 50
do do	M. D. McLeod			3 " (from ")	92 00
Fourchu and Grand River	K. A. Strachan.	30	3	12 "	477 00
Fourteen Mile House and Railway Station	E. B. Hubly	350 yds.	12	12 "	35 00
Fox Harbour Point and Wallace	B. Robertson	6½ water 15 land	6 & 3	12 "	180 00
Framboise and North Framboise	A. McQueen	5	1	12 "	25 00
Fraser's Grant and Heatherton	A. McDougall	5	1	12 "	46 00
Fraser's Grant and New France	L. McNeil	1½	1	12 "	12 00
French River and McGrath's Mountain.	W. Flynn	5	2	12 "	106 34
Frenchvale and North West Arm.	M. H. Gouthro.	6½	2	12 "	80 00
Frizzleton and Marsh Brook	O. Ingraham.	4½	3	12 "	34 75
Gabarouse and Gabarouse Barrachois	J. E. Reid	1½	2	12 "	36 00
Gabarouse and Gull Cove	E. Bagnell	4	1	5 " (to Aug. 31, '10)	18 75
do do	J. Hardy	4	1	7 " (from ")	26 25
Gabarouse and Sydney	A. Munroe	27	3	12 "	498 00
Gabarouse Barachois and Louisburg	Alex. Munroe	14	3	12 "	420 00
Gairloch Mountain and West Side Middle River	R. M. Nicholson	4	2	12 "	40 00
Gardiner Mines and Old Bridgeport	F. Boutilier and J. P. Boutilier.	1½	6	12 "	85 00
Garry and Middle River	D. Grant	3	2	12 "	30 00
Gasperaux and Vesuvius	J. D. Martin	21⅔ r. t.	2	12 "	87 00
Gasperaux and Wolfville	M. Cleveland	2½	6	12 "	137 00
Gays River and West St. Andrews.	M. Andrew	7½	2	12 "	90 00
Gegoggin and Liscomb	E. Croft	6	1	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Georges River and Railway Station	L. Day	2	21	12 months	200 00
Georges River and Scotch Lake	J. McLeod, sr.	1¾	6	12 "	104 00
Georges River Station and Long Island Main	D. B. O. Handley	2½	2	12 "	75 00
Georges River Station and Railway Station	W. Almon	80 yds.	3	12 "	25 00
Georgeville and Greendale	C. McKinnon	7	1	12 "	33 40
Gerrard Island and Pope's Harbonr	H. Day	2⅓	3	12 "	74 00
Gilbert Cove and Railway Station	C. White	3¼	12	12 "	170 00
Gilbert Mountain and Halfway River Station	D. Atkinson	8	2	3 " (to June 30, '10)	19 63
do do	T. Skidmore	8	2	9 " (from ")	78 00
Gillander's Monntain and Middle River	C. McLennan	4	2	12 "	41 00
Gillis Cove and Orangedale	P. McLellan	3½	2	12 "	50 00
Glace Bay and Electric Tramway	D. Merlin	150 yds.	39	12 " and extra trips	422 86
Glace Bay and Railway Station	L. A. Petrie	¼	12	12 "	150 00
Glace Bay and Street Letter Boxes	D. McIntosh	5½ r. t.	as req.	12 "	400 00
Glasburn and Main Post Road	J. B. McDonald	$\frac{1}{16}$	6	12 "	8 00
Glasgow and Shunacadie	D. S. McKinnon	4	2	12 "	35 00
Glendale and West Bay Road	A. McDonald	7⅜	6	12 "	244 00
Glendyer and Railway Station	N. Cameron	¾	6	12 "	60 60
Glengarry and Mabou	J. McDonell	4	2	12 "	30 68
Glengarry Station and Railway Station	D. MacKay	100 yds.	12	3 " (to June 30, '10)	10 40
do do	G. McDonald	100 yds.	12	3 " (to July 31, '10)	20 87
do do	J. McNaught	100 yds.	12	6 " (from ")	31 30
Glengarry Station and Union Centre	J. H. Matheson	22 r. t.	3	3 " (to June 30, '10)	60 50
do do	M. McKay	22 r. t.	3	9 " (from ")	181 50
Glenholme and Railway Station	J. A. Fraser	4½	12	6 " (to Sept. 30, '10)	162 50
do do	A. Stevens	4½	12	6 " (from ")	150 00
Glen Margaret and Peggy's Cove	O. Dauphine	9½	6	12 "	178 39
Glen Margaret and Railway Station	C. Mahar	10	6	12 "	199 00
Glenora and Main Post Road	W. Lamey	2½	3	12 "	35 00
Glenora Falls and Mabou	A. D. Campbell	3	3	12 "	95 00
Glenville and Willowbank	D. D. McLellan	1¾	6	5 " (to Aug. 31, '10)	25 00
do do	J. D. Gillis	1¾	6	7 " (from ")	31 79
Glenwood and Railway Station	G. H. Frost	3	12	12 "	353 20
Glenwood and Roberts Island	do	3	2	12 "	46 80
Goldboro and Richardson Mines	F. A. Sweet	2	6	12 "	123 50
Goldbrook and Upper Middle River	J. McRae	6	3	12 "	150 00
Goldenville and Sherbrooke	W. McGrath	2⅓	3	3 " (to June 30, '10)	17 50
Gold River and Railway Station	A. S. Keddy	¾	12	12 "	150 24
Gore and Mount Uniacke	J. Murphy	27	3	12 "	428 00
Gore and Railway Station	J. Murdock	5	6	12 "	200 00
Gore and Newport	G. A. Casey	41 r. t.	3	12 "	455 00
Gore and Shubenacadie	T. Cox	33, 40, & 46	1 & 1 & 1.	12 "	349 00
Grand Anse and Railway Station	M. McPherson	1½	12	12 "	100 00
Grand Entry and Grindstone Island	J. Patton			Special trips	16 00
Grand Entry and Leslie	J. Quinn	13	2	Season 1910	121 00
Grande Greve and Main Post Road	C. J. Lafford	1	6	12 months	50 00
Grandique Ferry and Lennox Ferry	J. V. Shaw	¾	6	12 "	600 00
Grandique Ferry and Railway Station	J. McDonald	2½	6	12 "	120 00
Grandique Ferry and West Arichat	J. A. Parker	11	6	12 "	495 00
Grand Lake Station and Railway Station	S. C. Fiske	300 yds.	12	12 "	35 00
Grand Mira North and Kelvin Glen	D. McDougall	2	3	12 "	40 00
Grand Narrows and Railway Station	E. A. McNeil	⅛	12	12 "	35 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grand Pre and Long Island	A. Fullerton	2½	3	12 months	80 00
Grand Pre and Melanson	J. L. Simson	3	3	12 "	120 00
Grand Pre and Railway Station	S. H. Trenholn	½	12	12 "	125 00
Grand River and Grand River Falls	D. N. McKillop	4	2	12 "	80 00
Grand River and Lewis Cove Road	H. McLeod	3	3	12 "	36 75
Grand River and Lower L'Ardoise	D. A. Fergnson	6	6	12 "	297 00
Granton and Westville	D. Porter	6	3	12 "	260 00
Grantville and McIntyre's Lake	C. W. Grant	1½	3	12 "	45 00
Granville Ferry and Victoria Beach	A. W. Chisholm	17	6	12 "	399 00
Great Village and Railway Station	A. S. Kent	4	24	12 "	438 20
Greenfield and Valley Station	A. J. MacKenzie	4¾	2	12 "	86 45
Greenfield and Middlefield	J. E. Tibert	6	6	12 "	175 20
Green Harbour and Lockeport	H. A. McIntosh	6½	3	12 "	133 00
Green Hill and Westville	J. D. Cameron	6	3	12 "	156 00
Greenville Station and Henderson Settlement	W. E. Mahoney	6	3	12 "	145 00
Greenville Station and Railway Station	L. Wilson	100 yds.	12	12 "	50 00
Greenwich and Port William Lower Canard	H. N. Forsyth	6½ & 1	6 & 12	12 "	276 51
Greenwich and Railway Station	A. K. Forsyth	12 yds.	24	12 "	62 60
Greenwich and White Rock Mills	A. Harvey	11 r. t.	3	12 "	66 95
Grindstone Island and Etang du Nord and South Beach	J. Patton	5 & 9½	2 & 2	Season 1910	175 00
Grindstone Island and Havie Anbert	H. Patton			Special trips	20 00
do do	D. Petipas			Special trips	6 00
Grindstone Island and House Harbour	A. Harvey	200 yds.	2	Season 1910	25 00
Grindstone Island and Lapeyrere	C. Mionsse	5	4	"	50 00
Grosses Coque and Railway Station	J. A. Comean	4½	12	12 months	328 25
Grosvenor and Railway Station	S. J. O'Neill	6½	3	12 "	126 00
Gunning Cove and McNutt's Island	G. McKenney & J. J. Cox	3½	1	12 "	48 00
Gunning Cove and Railway Station	G. Snow	½	6	12 "	31 30
Guysboro and Heatherton	M. O'Connor	28	6	12 "	1,315 00
Guysboro Intervale and North Intervale	D. J. McDougall	3	3	12 "	72 27
Half Island Cove and Lower Whitehaven	T. Henderson	13	6	12 "	420 00
Halfway Brook and Lilyvale	S. Pyke	2½	2	12 "	36 00
Halfway River Station and Harrison Settlement	I. Fullerton	6	2	12 "	95 40
Halfway River Station and Pettigrew Settlement	F. Fullerton	4½	3	12 "	85 00
Halfway River Station and Railway Station	do	⅝	12	12 "	50 00
Halifax—Christmas Delivery	F. Hnghes			Special service	65 00
Halifax—Conveyance of Letter Carriers	Halifax Electric Tramway Co.			12 months	420 00
Halifax and Lower Prospect	W. Smith	22½	3	12 "	400 00
Halitax and Prospect	J. Doherty	21	3	12 "	225 00
Halifax and Railway Station	J. M. McGrath	1⅛	as req.	12 "	3,625 00
do do	Fraser Bros.			Special trip	50
Halifax and Sambro	J. N. Smith, jr.	21½	3	12 months	200 00
Halifax Street Letter and Parcel Boxes	W. Creighton	49	as req.		2,892 97
Halifax and Sheet Harbour	R. J. Stoddard	83 & 44¾	3 & 3	12 months	2,150 00
Halifax—Transfer of Mails from Steamers to Trains	Intercolonial Ry		as req.	Season 1910-11	1,208 45

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hantsport and Lochartville.......	G. King........	3	3 & 6	12 months..............	114 00
Hantsport and Railway Station....	S. H. Mitchener	⅛	24	12 "	68 00
Harbourville and Railway Station..	H. B. Kennealy	9	3	8 " from Aug. 1 '10	100 00
Harbourville and Railway Station (via Burlington).	G. Collins	12	3	12 " and arrears. ..	302 00
Havre Aubert and House Harbour.	J. A. Brasset. ..	35	1	Season 1910-11..........	118 00
Havre Aubert and L'Anse à la Cabane........................	W. Cormier	8½	4	Season 1910....... . ..	148 00
Havre Boucher and Railway Station.........................	J. Levangie	2¾	12	12 months..............	174 00
Hawthorne and Railway Station...	D. A. Beaton...	3½	3	12 "	63 00
Hay Cove and Loch Lomond	A. McDonald...	14	6	7 " (to Oct. 31, '10)..	303 80
do do	D.K.McDonald.	14	6	5 " (from do)	216 67
Hay's River and Mount Young....	A.S.McKinnon..	1½	3	12 "	30 00
Hazel Hill and Little Dover.......	P. Sampson.....	4	2	12 "	60 00
Head of Jeddore and Lower West Jeddore	P. W. Maskell..	9	3	12 "	100 00
Head of Jeddore and Myers Point.	C. J. Myers.....	2½	3	2 " (to May 31, '10)..	16 33
do do ..	W. J. Myers....	2½	3	10 " (from do)	55 00
Head Jordan River and Railway Station.......	I. B. Turner	1½	12	12 "	147 11
Head River Hebert and River Hebert.........................	J. O. Scott......	5	6	12 "	200 00
Head St. Margarets Bay and Railway Station	C. Mahar.	500 yds.	12	12 "	100 00
Heathbell and Scotsburn Station...	D.G. McKay....	3	3	12 "	71 00
Heatherton and Railway Station...	J. Chisholm ...	½	12	12 "	56 34
Hebbs Cross and Railway Station..	J. E. Hebb.....	350 yds.	12	12 "	93 90
Hebbs Cross and Micmac Gold Mines	W. Croft.......	3½	3	12 "	90 00
Hebron and Port Maitland.... ...	E.H.Porter.....	8	6	Season 1910.............	100 00
Hebron and Railway Station......	S. A. Bain......	¼	12	12 months	75 00
Hectanooga and Railway Station..	J. A. Blackadar.	50 yds.	12	12 "	40 00
Hemford and Railway Station.....	H.W.Awalt ...	⅙	12	3 " (to June 30, '10).	13 00
do do	W.Woodworth..	⅙	12	9 " (from do)	39 00
Hemford and Sampson's Corner....	H. W.Awalt....	3	3	3 " (to June 30, '10)	25 00
do do	W.Woodworth..	3	3	9 " (from do)	75 00
Hilden and Railway Station.......	J. Wynn.......	⅙	12	12 "	75 12
Hillaton and Railway Station......	C. Dorman......	¼	24	12 "	101 01
Hill Grove and Railway Station....	J. H. Amero....	3⅓	3	12 "	94 44
Hillsborough and Melrose Hill.....	A.A.McKinnon	3	2	2 " (from Feb. 1, '11)	4 17
Hillsborough and Railway Station.	W. Murray.....	1¼	6	9 " (from July 1, '10)	45 00
Hillside and Railway Station	M. Ferguson....	12½	3	12 "	232 44
Hodson and River John...	D. E. Logan....	10	3	12 "	69 00
Horneville and South Port Morien.	E. Shepard.....	12	1	12 "	50 00
Hopewell and Lorne	R. W. Cunningham.........	12 r. t.	3	12 "	185 33
Hopewell and Railway Station.....	J. S. Fraser.....	⅛	12	12 "	80 00
Hortonville and Railway Station..	F. G. Curry	¼	12	12 "	100 00
House Harbour and Leslie	Thos. Clarke....	31	1	Season 1910-11..........	107 82
Hubbards and Railway Station....	A. W. Shatford..	⅛	12 & 24	12 months.....	35 04
Hume's Rear and St. Patrick's Channel.........	D. McAskill....	2½	3	12 "	30 00
Hunter's Lodge and Springfield....	L. Acker...	8	1	12 "	50 00
Indian Harbour Lake and Sherbrooke.......	W.B.McLane...	27 r. t.	6	12 "	450 00
Indian Point and Mahone Bay.....	E. Mosher......	5	2	12 "	90 00
Ingonishe Ferry and New Harbour	S. S.Burke......	21½	6	12 "	948 00
Inverness and Railway Station	D. McNeil.. ...	¼	12	12 "	180 00
Inverness and Sight Point.........	J. D. McEachen	9	2	12 "	70 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Inverness and South Highlands....	J. G. McKay.. .	6½	2	8 mos. (from Aug. 1, '10)	65 95
Iona and Lower Washabuck.	F. X. S. McNeil	34 r. t.	3	12 "	449 00
Iona and Railway Station.........	E. A. McNeil...	⅛	12	12 "	50 00
Irish Cove and Lake West..... ..	P.W. Macdougall	5	2	6 " (to Sept. 30, '10)	22 25
do do	D. McDougall...	5	2 & 3	6 " (from do)	26 00
Irish Cove and St. Peters.........	D. J. McKenzie.	27	6	12 "	918 00
Irish Cove and Sydney	A. McNeil. ...	34½	6	12 "	1,400 00
Iron Ore and Sunny Brae.........	J. McDonald....	4	1	12 "	45 00
Iron Rock and Railway Station....	C. Fraser.......	960 yds.	12	12 "	60 00
Ironville and Railway Station......	N. L. Nicholson.	3$\frac{1}{12}$	3	12 "	60 09
Italy Cross and Railway Station...	A. Crouse......	¼	12	12 "	29 50
Jacksonville and North Sydney....	E. M. Jackson..	3½	6	3 " (to June 30, '10)	25 00
do do	T. F. Jackson...	3½	6	9 " (from do)	111 75
James River and James River Station	P. McDonald....	3	2	3 " (to June 30, '10)	12 50
do do	A. R. McDonald..	3	2	9 " (from do)	39 00
James River Station and Railway Station.............	J. McDonald....	100 yds.	12	12 "	80 00
Jamesville and Jamesville West....	M. McDonald...	2¼	3	6 " (from Oct. 1, '10)	15 00
Jamesville and McKinnons Harbour	M. McDonald...	2½	3	6 " (to Sept. 30, '10)	25 00
Jamesville West and McKinnon's Harbour Station...............	J. R. Campbell...	....	..	Special trips	1 95
Janvrins Harbour and West Arichat	S. Bonin........	5	2	12 months..............	90 00
Jeddore Oyster Ponds and Upper Lakeville...	H. Faulkner....	4	3	12 "	40 00
Jersey Cove and Main Post Road..	M. A. Montgomery......	350 yds.	6	12 "	15 00
Joggins Bridge and Railway Station	H. J. Woodman.	1½	12	12 "	137 72
Joggins Mines and Lower Cove...	C. Melanson ...	3	6	12 "	199 00
Joggins Mines and Railway Station	do . ..	¾	12	12 "	184 84
Jordan Bay Sandy Point and Shelburne..........	L. Hipson.....	5 & 22 r. t.	4 & 3	12 "	311 38
Jordan Bay East Side and Railway Station	L. McKenzie...	½	12 & 10	12 "	43 42
Jubilee and McKinnons Harbour..	D. McNeil	6½	3	12 "	88 89
Judique and Melford..............	A. F. McDonald.	14½	2	12 "	196 00
Judique and Railway Station . ..	E. McIsaac.....	1	12	12 "	45 00
Judique and Upper South West Mabou	R. McIsaac.....	10	2	12 "	115 00
Kemptville and Railway Station...	J. W. Crosby...	12½	3	12 " (and arrears)....	212 50
Kenloch and Scotsville....	A. McQuarrie...	7½ & 8½	2	12 "	65 33
Kennetcook Corner and Noel......	J. Murray . . .	20 rt	2	12 "	80 00
Kennetcook Corner and Railway Station..	T. Barron	200 yds.	6	12 "	31 30
Kennetcook Corner and Riverside Corner	E. Williams	5	6	12 "	180 00
Kentville and Lakeville	G. Irvin........	19 rt	6	12 "	480 00
Kentville and New Ross	A Boylan... ..	26	2	12 "	338 00
Kentville and Railway Station.....	J. H. Hiltz.....	⅛	as req.	12 "	150 00
Kerrowgare and Sunny Brae	J. A. McDonald	4	2	12 "	46 00
Kewstoke and Whycocomagh......	A. McQueen....	7½	1 & 2	12 "	48 75
Kingsburg and Lunenburg	S. Knicker	34½ rt	6	12 "	500 00
King's Head and New Glasgow....	J. W. Fraser....	7½	6	12 "	358 67
Kingsport and Medford	W. West........	2	3	12 "	50 00
Kingsport and Railway Station....	E. C. Wall	¼	24	12 "	100 00
Kingsport and Railway Wharf	J. D. Ells	½	12	9 " (to Dec. 31, '10).	52 50
Kingston Station and Lacey Road..	C. Woodworth..	16, 14½ rt	2 & 1	12 , ...	273 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kingston Stn. and Melvin Square	J. Randall	2½	6	12 months	170 00
Kingston Station and North Kingston	G. Walker	9 &15 rt	1 & 2	9 " (to Dec. 31, '10).	101 25
do do	W. C. Welton	"	"	3 " (from ").	35 00
Kingston Station and Railway Stn.	J. F. Reagh	100 yds.	12to18 varies	12 "	34 15
Kingston Station and Tremont	A. J. Saunders	4	1	12 "	30 30
Kingsville and McIntyre's Mountain	D. L. McIntyre.	5	2	12 "	60 00
Kingsville and Maple Brook.	H. W. McEachern	4	1	12 " and extra trips	28 00
Kinsman's Corner and Waterville	R. D. Pineo	18&15rt.	3 & 3	12 "	330 00
Knowles and Lower Wood Harbour.	S. Smith	5¼	6	12 "	180 00
La Have Island and West Dublin	R. Bushen	5	2	12 "	110 00
Lake Annis and Railway Station	G. A. Cossar	½	6	12 "	50 00
Lake Killarney and Shiminicus Bridge	E. Wood	3½	2	12 "	50 00
Lakelands and Railway Station	W. King Gilbert	½	2 & 3	12 "	125 00
Lake Munroe and South Melford	R. Wentzell	5½	3	12 "	65 00
Lake Pleasant and Springfield	L. McNayr	2½	3	1 " (to Apr. 30, '10).	10 00
do do	W. S. Saunders.	2½	3	11 " (from ").	68 75
Lake Ramsey and New Ross	S. Hiltz	5	2	12 "	64 65
Lakevale and West Lakevale	R. R. Boyd	3¼	2 & 3	12 "	90 00
Lansdowne Station and Pleasant Valley	S. McKay	14	3	12 "	300 00
Lansdowne Station and Railway Station	A. McLeod	½	12	12 "	50 00
Lapland and Newcombe	J. Garber	20 rt	2	12 "	80 00
Latties Brook and Railway Station.	W. Burton	⅓	12	9 " (to Dec. 31, '10).	140 40
do do	Annie Burton	⅛	12	3 " (from ").	46 80
Lawrencetown and Nictan Corner School House	H. Daniels	16 rt	6	12 "	312 50
Lawrencetown and Railway Stn	W. G. James	¼	12	12 "	80 00
Lawrencetown and West Inglesville	H. Daniels	4	2	12 "	61 84
Leamington and Springhill	R. Gilroy	4	2	12 "	85 00
Leitches Creek and Upper Leitches Creek	A. Beaton	5	1	12 "	35 00
Levis Bay, West and Victoria Bridge	A. A. Gillis	4	3	12 "	45 00
Lewis Mills and Mount Uniacke	W. Glassey	8	2	12 "	120 00
Lewis Mountain and Whycocomagh Bay, South Side	N. Martin	4	2	12 "	48 50
Linden, Pugwash and West Linden.	R. E. Finley	12,10, 2	3 each	12 "	397 00
Lingan and Sydney	J. O'Callaghan	37¼ rt	6	12 "	800 00
Linwood and Railway Station	H. Décoste	2	12	12 "	96 00
Liscombe and Little Liscombe	E. Rudolph	3	2	12 "	33 00
Liscombe Mills and West Liscombe.	E. Meisner	6	2	12 "	70 00
Little Bass River and Pleasant Hills	D. McLaughlin.	5	2	6 " (to Sept. 30, '10).	20 50
do do	B. Knight	5	2	6 " (from ").	30 00
Little Bras d'or and Point Aconi	J. Brewer	7	2 & 3	12 "	122 50
Little Harbour and Reidway	S. J. Reid	4	1	12 "	25 00
Little Judique and Railway Station.	A. J. McDonald	2½	6	12 "	90 00
Little Lorraine and Main-à-Dieu	J. McDonald	4	3	12 "	85 00
Little Mabou and Port Hood	D. McIsaac	4	1	12 "	18 00
Little Port L'Hebert and Sable River	S. Harding	10	2	12 "	110 00
Little River Musquodoboit and Lower Meagher's Grant	R. Bayer	7½	3	12 "	120 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Liverpool and Milton	W. T. Stafford	3	12	12 months	147 00
Liverpool and Port Medway	C. H. Johnson	13	6	12 "	390 00
Liverpool and Railway Station	J. L. Bain	1	12to24	12 "	272 90
Liverpool and Western Head	W. T. Stafford	7	3	12 "	130 00
Livingstone Cove and Point of Cape	D. McDougall	4	1	12 "	19 00
Lochaber Mines and Main Post Road	J. S. McCarthy	1	6	12 "	35 00
Loch Broom and Railway Station	J. McDonald	$\frac{1}{4}$	3	12 "	30 00
Lockeport and Lydgate	J. Wall	$1\frac{1}{2}$	6	6 " (to Sept 30, '10).	82 00
do do	J. B. Walls	$1\frac{1}{2}$	6	6 " (from ").	82 00
Londonderry and Railway Station	R. P. Bigney	$2\frac{3}{4}$	30	12 "	156 00
Londonderry Station and Ry. Stn.	I. S. Giddens	200 yds.	12	12 "	65 00
Long Point and Railway Station	C. Chisholm	$1\frac{1}{2}$	6	12 "	60 00
Lorne Station and Railway Station	J. D. Chisholm	10 yds.	12	1 " (from Mar. 1, '11)	00 83
Louisburg and Louisburg Road	C. McPherson	3	3	5 " (from Nov, 1, '10)	14 58
Louisburg and Railway Station	A. Jewell	$\frac{3}{4}$	12	12 "	124 80
Louisdale and Railway Station	S. Josse	1	6	12 "	35 00
Louisville and River John	B. Wilson	4	3	12 "	73 00
Lourdes and Railway Platform	A. A. McDonald	$\frac{1}{3}$	22	12 "	55 00
Lovat and West River	J. W. Fraser	5	3	12 "	135 00
Lower Argyle and Railway Station	J. L. Morton	$\frac{1}{3}$	12	12 "	37 50
Lower East Pubnico and Ry. Stn.	C. V. Amiro	50 yds.	12	12 "	75 12
Lower Five Islands and Lynn	D. B. Lewis	6	2	12 "	70 70
Lower L'Ardoise and Pt. Michaud.	M. J. Sampson	4	2	12 "	23 50
Lower L'Ardoise and St. Peters	L. Flaherty	11	6	12 "	439 00
Lower Meagher's Grant and Middle Musquodoboit	J. Higgins	32 r. t.	3	12 "	230 00
Lower Meagher's Grant and Milford Station	J. A. McLean	18	3	12 "	298 00
Lower Middle River and Main Post Road	D. McRae	$\frac{3}{4}$	2 & 3	12 "	23 75
Lower Northfield, Feeners Corner West Northfield and Ry. Station.	N. C. Feener	$2\frac{1}{2}$ & 2 & $\frac{1}{8}$	1 & 2 & 3	12 "	85 00
Lower Onslow and Truro	R. McMullen	7 & 12	3 & 3	12 "	389 00
Lower River Hebert and Maccan	J. McAloney	$9\frac{1}{2}$	3	12 "	179 00
Lower River Inhabitants and Railway Station	D. H. McCarthy	$\frac{1}{2}$	6	12 "	30 00
Lower River Inhabitants and Walkerville	W. J. Proctor	3	3	12 "	70 00
Lower Saulnierville and Saulnierville	J. J. T. Comeau.	$1\frac{1}{2}$	6	12 "	100 00
Lower Ship Harbour and Ship Harbour Lake	J. W. Webber	25 r. t.	6	12 "	595 00
Lower Stewiacke and Ry. Station	O. Colter	$\frac{1}{8}$	36	12 "	150 24
Lower Stewiacke and Wittenburg	J. S. Reid	$23\frac{1}{2}$ r. t. & $20\frac{1}{2}$ r. t.	2 & 1	12 "	251 60
Lower Wedgeport, Salem and Yarmouth	D. D. LeBlanc	1 & $12\frac{1}{2}$	8 & 6	12 "	550 00
Lower Wentworth and Ry. Station	J. H. Livingston	8 & $\frac{1}{8}$	6&12	12 "	339 00
Lower West Pubnico and Pubnico Head	P. B. D'Entremont	9	12	12 "	449 00
Lower Wood Harbour and Ry. Stn.	A. C. Homer	$\frac{1}{4}$	12	12 "	93 90
Low Point and Railway Station	A. McMaster	$1\frac{1}{4}$	6	12 "	50 00
Lucasville and Middle Sackville	G. H. Lucas	3	2	12 "	30 00
Lunenburg and Railway Station.	R. A. Backman.	$\frac{1}{2}$	24	12 "	300 00
Lunenburg and Second Peninsula	L. H. Zink	5	1	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $ cts.
Lunenburg and Street Letter Boxes	J. M. Anderson.	¾	13	12 months	41 60
Lynche River and Main Post Road	J. M. Stone	2½	6	12 ″	40 00
Lyon's Brook and Railway Station.	J. W. Redmond.	½	12	3 ″ (to June 30, '10)	12 52
do do	A. E. Jollota..	½	12	9 ″ (from ″)	37 56
McAdam's Lake and Steele's Lake.	H. P. McKinnon	4	1	12 ″	27 00
McAulays and Peters Brook	A. McLeod	3	1 & 2	12 ″	38 33
McCallum Settlement and Upper North River	L. B. McCallum	4	3	12 ″	80 00
McClure and Mattatall's Lake	A. H. Bonnyman	12	3	12 ″	185 00
McClure and Railway Station	J. W. Henderson	25 yds.	6	12 ″	30 00
McIntyre's Lake and Melville	G. McQuarrie	3¾	3	12 ″	100 00
McIntyre's Lake and Ry. Station.	C. B. McIntyre.	¼	6	12 ″	75 00
McKays Corner and Ry. Crossing	M. McKay	½	12	12 ″	156 50
McKays Siding and Railway Stn	G. E. McPhee	7 yds.	12	12 ″	12 00
McKinnon's Harbour and Ry. Stn.	J. Y. Gillis	½	6	12 ″	36 00
McLellan's Brook and New Glasgow	W. S. Fraser.	5	3	12 ″	140 00
Mabou and McKinnon's Brook	A. R. Beaton	11½	3	12 ″	200 00
Mabou and North East Mabou	A. J. Beaton	2½	1 & 2	12 ″	25 .0
Mabou and Railway Station	R. McNeil.	1	12	12 ″	60 00
Mabou and Upper Glencoe	D. T. Campbell.	14	3	12 ″	210 00
Mabou and West Mabou Harbour	A. Mullans.	4	2	12 ″	52 00
Mabou and Whycocomagh	J. R. McNeil.	18	6	1 ″ (to April 30, '10)	78 00
do do	A. R. Beaton.	18	6	11 ″ (from ″)	715 00
Maccan and Railway Station	D. Pugsley	¼	36	12 ″	145 50
Mader's Cove and Mahone Bay	W. T. Penney	3	6	12 ″	93 00
Mader's Cove and Martin's Brook	do	2	3	12 ″	62 40
Mahone Bay and Railway Station	W. F. Joudrey	1	24 & 36	12 ″	150 20
Mahone Bay and Upper New Cornwall	E. E. Whynott	13	3	12 ″	178 00
Mahone Bay and Walden	C. A. Nass.	14	1	12 ″	168 67
Main-à-Dieu and Railway Station	A. McDonald	7	3	12 ″	190 00
Main-à-Dieu and Scatarie Islands	E. McCuish	9	1	12 ″	114 50
Maitland and Noel	R. Webb	12	6	12 ″	400 00
Maitland and Shubenacadie	F. Miller	20	6	12 ″	720 00
Maitland Forks and Ry. Platform	C. Barry	2	2	12 ″	52 00
Malagash Point Railway Stn., etc.	J. McInnis	3 & 22½ r. t.	6 & 6	12 ″	510 00
Malignant Cove and Merigomish	W. A. Ross	22⅓	6	12 ″	982 00
Manganese Mines and Valley Station	F. McLellan	3¾	2	12 ″	51 43
Marble Mountain and Militia Point	M. McLeod	7¾	3	4 ″ (to July 31, '10).	24 16
do do	J. McKay	7¾	3	8 ″ (from ″).	104 00
Marble Mountain and Railway Sta.	D. Beaton	18	6	12 ″	589 00
Margaree Ford and Margaree Forks	D. McRae	3	2	7 ″ (from Sept. 1,'10)	23 33
Margaree Forks and North East Margaree	P. E. Tompkins.	5	6	12 ″	162 60
Margaree Harbour and Railway Sta.	A. J. Campbell.	24	6	9 ″ (to Dec. 31, '10).	881 25
do do	F. McInnis	24	6	3 ″ (from ″).	368 75
Margaretsville and Middleton	J. Deveny.	10	6	12 ″	249 00
Margaretsville and Morden	J. Redgate	6½	1	12 ″	39 60
Marion Bridge and Trout Brook	W. Lamond	5	1	12 ″	25 00
Marion Bridge and Victoria Bridge.	A. D. McDonald	32 r. t.	3	12 ″	235 56
Marion Bridge and Woodbine	W. A. McLean.	6	2	12 ″	40 00
Marriot's Cove and Railway Station	G. Mass	2½	6	12 ″	115 14
Marshalltown and Railway Station.	I. T. Morgan	1⅔	12	12 ″	120 00
Marshville and River John	A. B. Langille	3⅓	3	12 ″	58 00
Marshy Hope and Railway Station.	J. W. Dewar	¼	6	12 ″	52 00
Martin's Point and Railway Station	D. Shupe	2½	12	12 ″	159 63
Mavilette and Yarmouth	E. W. Porter.	21	6	12 ″	467 59
Meadows Road and Sydney Forks.	S. A. Gillis	5½	2	12 ″	77 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Meadowville Sta. and Murrayfield.	J. A. Ross.	7	3	12 months	165 00
Meadowville Sta. and Railway Sta.	R. McConnell	⅕	12	2 " (to May 31, '10).	9 06
do do	G. W. Murray	⅕	12	10 " (from ").	86 08
Meadowville Station and Sundridge	G. Clark	4	3	12 "	69 00
Meiklefield and North Meiklefield	J. D. Meikle	3¼	3	12 "	43 87
Meiklefield and Woodfield	do	3¾	3	12 "	67 71
Meisener's and New Germany	B. Conrad	5	2	12 "	75 00
Melford and Railway Station	K. R. McKenzie	6½	6	12 "	289 00
Melford and Upper River Dennis	A. J. McPhail	2½	2	12 "	25 00
Melford and Victoria Line	K. McLennan	2½	3	12 "	30 00
Merigonish and Railway Station	W. Copeland	50 yds	12	12 "	102 60
Meteghan and Railway Station	W. Germain	5½	12	12 "	198 00
Middle East Pubnico and Railway Station	S. D'Entremont.	⅓	12	12 "	60 00
Middle Musquodoboit and Moose River Gold Mines	M. J. Higgins	14	3	12 "	234 00
Middle Musquodoboit and Murchyville	W. McCurdy	10 r. t.	2	3 " (to June 30, '10).	12 12
do do	W. Bentley	10 r. t.	2	9 " (from ").	55 47
Middle Musquodoboit and South Branch	W. Dickey	14½	1	12 "	79 95
Middle Porters Lake and West Chezzetcook	F. La Pierre	3	3	12 "	50 00
Middleton and Nictaux Falls	P. F. Reagh	8	6	9 " (to Dec. 31, '10).	195 00
do do	O. Wheelock	8	6	3 " (from ").	74 25
Middleton Mount Hanley and Ontario	H L. Elliott	12½ & 9	3 & 3	12 "	369 80
Middleton and Port George	W. Mosher	8	6	12 "	219 08
Middleton and Railway Station	O. Wheelock	¼	var. 18 to 30	12 "	239 55
Milford Station and Railway Sta.	A. J. Reid	¼	12	12 "	62 60
Mill Road and New Ross	E. M. Boylan	5	1	12 "	24 50
Millsville and Scotsburn Station	G. Young	6	1	11 " (to Feb. 28, '11).	38 13
do do	A. Rae.	6	6	1 " (from ").	20 80
Millsville and Six Mile Brook	J. D. Sillars	4	3	12 "	139 00
Mill Village and Railway Station	H. H. Mack	2	12	12 "	313 00
Mineville and Main Post Road	A. T. Crook	2	3	12 "	43 00
Minudie and River Hebert W. S.	W. Baird	7	6	12 "	290 00
Mira Gut and Port Morien	J. R. McAuley	22 r. t.	1	9 " (to Dec. 31, '10).	81 18
Mitchell Bay and Necum Teuch	A. Smith.	3	3	1 " (to Apr. 30, '10).	5 00
do do	H. Burgoyne	3	3	11 " (from ").	55 00
Monk's Head and Pomquet	P. J. Landry	3½	3	12 "	63 00
Mooseland and Tangier	R. W. Prest	13	3	12 "	200 00
Morden and Victoria Harbour	W. Dempsey	3⅝	1	12 "	28 47
Morrison and West Bay	R. Morrison	4	2	12 "	65 00
Morris Island and Surrette Island	J. Babine	3	1 & 2	12 "	100 00
Moser's River and Sheet Harbour	W. H. Parlee	32½	3	3 " (to June 30, '10).	224 25
Mosherville and Railway Station	N. Mosher.	¼	12	12 "	61 04
Mosherville and Rawdon	J. Walker	7	2	12 "	74 00
Mossman's Grant and Railway Sta.	E. S. Knox	100 yds	6	12 "	25 00
Mountain Road and River John.	J. S. Langille	4	2	12 "	40 00
Mount Denison and Railway Station	M. S. Riley	⅕	6	12 "	80 00
Mount Thom and Salt Springs	R. D. MacGillivray	6	3	12 "	159 00
Mount Uniacke and Railway Sta.	D. Reid	135 yds	24	12 "	156 00
Mulgrave and Railway Station	A. McDonald	200 yds	as req.	12 "	100 00
Munroe's Bridge and Orangedale	H. A. Archibald	1½	2	12 "	25 00
Murphy and North East Margaree.	M. A. Murphy	4	3	12 "	30 00
Mushaboom and Main Post Road	J. R. Powers	2½	2	12 "	64 00
Musquodoboit Harbour and Petpeswick Harbour	T. W. Young	5½	3	12 "	99 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Musquodoboit Horbour and Pleasant Point	R. J. Stevens	11	3	12 months	165 00
Musquodoboit Harbour and West Petpeswick	A. Anderson	4½	3	12 „	65 00
Nappan Station and Railway Sta.	J. E. Bird	150 yds.	12	12 „	140 00
Nerissa and Port Shoreham	B. Brown.	3	2	12 „	31 00
New Aberdeen and Electric Tramway	J. A. Crosby	20 yds.	12	12 „	40 00
New Albany and Railway Station	E. A. Merry	¾	3	12 „	40 50
New Cumberland and West LaHave Ferry	S. Corkum	6	1	12 „	28 30
New Edinburgh and Weymouth	M. Comeau	6	6	12 „	155 00
New Elm and Pleasant River	S. Weagle	4	1	12 „	30 00
New Germany and Northfield	W. Lohnes	7	2	12 „	90 00
New Germany and Railway Station	C. Feindel	½	12	12 „	96 00
New Glasgow and Railway Station.	J. W. Church	¼	as req.	12 „	725 00
New Glasgow and Street Letter Boxes	J. D. Fraser	3½	12	12 „	237 60
New Glasgow and Thorburn.	J. M. Holmes	5½	12	12 „	395 00
New Glasgow and Trenton	J. D. Fraser	1½	12	12 „	260 00
New Harbour and Main Post Road	J. Gerrior	9	3	9 „ (to Dec. 31, '10).	120 00
New Harbour and New Harbour West.	do	¾	3	9 „ (to do do)	22 50
New Harbour West and Torbay Junction	do	18¾	3	3 „ (from do do)	53 75
New Harris and New Harris Forks	J. McKenzie	5	2	6 „ (to Sept. 30. '10.)	25 00
do do do	M. D. McKenzie	5	2	6 „ (from do)	25 00
New Harris Forks and Main Post Road	M. Stewart	300 yds.	12	12 „	16 00
New Jersey Settlement and Westchester Station	B. Patriquin	7	2	12 „	74 00
Newport and Newport Landing	M. Quillen	8 & 9	4 & 2	12 „	194 00
Newport and Newport Station	J. F. Rathbun	5&11 r.t.	9 & 3	6 „ (to Sept. 30, '10.)	150 00
do do	H. C. Brown	5&11 r.t.	9 & 3	6 „ (from do)	240 00
Newport and Railway Station	R. Gibson	¾	12	9 „ (to Dec. 31, '10.)	56 25
do do	E. Gibson	¾	12	3 „ (from do)	25 00
Newport and South Rawdon	W. Gibson	24 r.t.	1	9 „ (to Dec. 31, '10.)	58 50
do do	F. Chambers	24 r t.	1	3 „ (from do)	26 00
Newport and Upper Newport.	W. Gibson	10½ r.t.	1	9 „ (to Dec. 31, '10.)	39 00
do do	F. Chambers	10½ r.t.	1	3 „ (from do)	16 25
do do	do	12	1	10 „ and 25 days (from May 7, '10.)	50 11
Newport and Walton	A. Chambers	20	6	12 „	657 00
Newport Station and Railway Sta.	L. H. Sweet	12 yds.	18 & 24	12 „	47 29
Newport Station, St. Croix and Ardoise Hill	J. Burgess	1½ 20 r.t.	12 & 2	12 „	200 00
New Ross and Vaughan's	E M. Boylan	15	2	12 „	218 00
Newton and South Lochaber	R. Archibald	6	1	12 „	38 00
Newville and Railway Station	P. L. Spicer	20 yds.	12	12 „	25 00
Nictaux Falls and Nictaux South	E. Dunn	3¼	2	9 „ (to Dec. 31, '10).	43 50
do do do	S. Nixon	3¼	2	3 „ (from do)	14 50
Noel and Shubenacadie	T. J. Woodworth	34	1	12 „	210 25
Noel and Walton	B. Densmore	15	6	12 „	552 00
North Brookfield and Railway Sta.	G. L. Harlow	2½	12	12 „	225 36
North East Margaree and Upper Middle River	J. McRae	13	3	12 „	128 00
North Gut St. Anns and Main Post Road	N. McLeod	¼	12	12 „	30 00
North Lochaber and West Lochaber	G. A. Stewart	5	3	12 „	87 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
North Middleboro and Pugwash Junction	W. K. Peers	10	3	12 months	179 40
North Ogden and Ogden	J. Worth	4	3	6 " (to Sept. 30, '10).	25 00
" "	D. Lawlor, jr	4	3	6 " (from do)	24 75
Northport and Wayford	E. Kirby	2½	3	12 "	50 00
North Range Corner and Railway Station	C. B. McNeill	½	12	12 "	68 86
North Salem and Shubenacadie	J.W. Densmore	5	1	8 " (to Nov. 30, '10).	26 00
North Shore St. Margarets Bay and Railway Station	D. Jollymore	2	6	12 "	124 00
North Springfield and Springfield	G. A. Darling	2½	6	12 "	90 00
North Sydney and Railway Station	T. Laurie	½	12 & 24 & 18	12 "	381 01
North Sydney and Street Letter Boxes	D. H. McKenzie	2½ r.t.	18	12 "	296 00
North Sydney and Wharf	J. Cogan	1½	6	12 "	207 50
North Sydney and Sydney	Cape Breton Electric Co.	5	6	12 "	200 00
" "	J.S.F. MacLeod			Special trip	00 80
North West Harbour and Railway Station	E. P. Greenwood	3½	6	12 "	175 12
Norwood and Railway Station	D. R. Saunders	100 yds.	6	12 "	50 00
Nyanza and West Side Middle River	J. A. McLennan	4	2	1 " (to April 30, '10)	4 08
Nyanza and West Side Middle River	J. McIvor	4	2 & 3	11 " (from do)	63 82
Oakfield and Railway Station	F. H. M. Laurie	¼	12	12 "	40 00
Obans and St. Peters	J. R. Morrison	10⅕	3	12 "	121 50
Odin and Stewiacke Cross Roads	A. Johnson	8¼	2	12 "	95 00
Old Barnes and Princeport	R. Cassidy	8 & 23 & 16	6 & 2 & 1	12 "	479 00
Old Bridgeport and Electric Tramway	F. J. Mitchell	30 yds.	12	12 "	40 00
Onslow Station and Railway Sta	B. McCurdy	¼	12	12 "	96 00
Orangedale and Orangedale East	N. McRitchie	5	3	12 "	40 00
Orangedale and Wilburn	A. McDonald	4½	3	6 " (from Oct. 1,' 10)	40 00
Outer Island Port Hood and Port Hood	D. A. McLennan	5	3	Season 1910	60 00
Oxford and Oxford Junction and Railway Station	W. Dunsmore	3½	6	12 months	124 80
Oxford and Railway Station	G. Hills	1	24	12 "	374 40
Oxford and Rockly	E. Lefurgey	10	2	12 "	89 00
Oxford and West Hansford	C. C. Knight	3⅕	3	12 "	73 00
Oxford Junction and Railway Sta.	C. Fillmore	150 yds.	12	12 "	50 08
Paradise and Port Lorne	N. Healy	8¾	4	12 "	187 00
Paradise and Railway Station	H. W. Longley	½	12	12 "	85 00
Paradise and Roxbury	R, Hinds	7	1	3 " (to June 30, '10).	12 50
" "	F. Hinds	7	1	9 " (from do)	37 50
Parrsboro and Railway Station	F. McAleese	¼	12	12 "	126 00
Parrsboro and Two Island	M. A. Wasson	5	2	3 " (to June 30, '10)	16 25
Pennant and Sambro	J. E. Tough	3	3	12 "	48 00
Pictou and Pictou Island	H. McCallum	12	1	12 "	360 00
Pictou and Pictou Landing	J. R. Christie	1¼	6	12 "	211 40
Pictou and Railway Station	W. McDonald	¼	as req.	12 " and extra trips	378 62
Pictou & Ry. Sta. & P.E.I., Govt. Str	Cliff English		"	Season 1910-11	97 50
Pictou and Street Boxes	W. McDonald	1½	12	12 months	156 50
Pictou and West River Station	C. A. McDonald	26	6	12 "	690 00
Piedmont Valley and Ry. Station	J. A. McDonald	¼	6	12 "	48 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pine Tree and Railway Station....	W. Weir.	1⅓	3	12 months..............	81 48
Pinevale and Salt Springs........	W. J. Garvie. ..	5½	2	12 "	74 00
Piper Glen and Upper Margaree...	J. Stewart	4	2	12 "	25 00
Pleasant Bay and Pollett's Cove...	J. A. Moore....	10	1	12 "	40 00
Pleasant Lake and Railway Station	R. Earl.........	¼	12	12 "	50 00
Pleasant River and Railway Station	J. W. Veinot. ..	1	12	12 "	100 00
Pleasant Valley Cor. and South Ohio	J. E. Pitman. .	9	3	12 "	162 96
Plympton and Railway Station....	C. M. Melanson.	3½	12	12 "	186 66
Point Tupper and Port Richmond..	J. W. Malcolm..	8½	3	12 "	336 60
Point Tupper and Railway Station.	H. K. McDonald	⅛	12	12 "	50 00
Polsons Brook & Upper South Riv.	W. J. Polson...	4	2	12 "	36 36
Pomquet and Railway Station.....	S. Bonin...... ..	2	6	12 "	72 00
Port Clyde & Upper Port La Tour..	G. Webb........	10	6	12 "	275 00
Port Hastings & Up. Tupper Ry. S..	H. A. Archibald	6⅓	as req.	Season 1910-11..........	24 75
Port Hastings and Queensville.....	J. McKinnon...	6⅓	3	12 months..............	136 50
Port Hastings and Railway Station	D. A. McLellan..	⅛	24	12 "	112 00
Port Hawkesbury and Railway Sta.	D. Horrigan...	¼	24	12 "	219 10
Port Hawkesbury & Pt. Tupper R.S.	A. C. Chisholm..	1¾	12 & 6	12 "	196 87
Port Hawkesbury and Sugar Camp.	"	13	2	12 "	151 66
Port Hood and Port Hood Island..	J. Smith........	1⅓	3 & 6	12 "	114 00
Port Hood and Railway Station ...	A. S. Sutherland	1¼	12	12 "	60 00
Port Hood and Rocky Ridge.......	J. Campbell....	3½	1	12 "	20 00
Port Joli and Railway Station.....	J. E. Payzant..	5	6	12 "	275 00
Port Joli and St Catharine's River..	A. Smith..	5	2	12 "	80 00
Port Medway and Railway Station	F. D. Misner. ..	3	12	12 "	469 50
Port Morien and Railway Station..	J. R. McAulay.	2½	12	12 "	156 50
Port Morien and Round Island....	"	22 r.t.	1	3 " (from Jan. 1, '11)	52 00
Port Mouton and Railway Station..	J. E. Payzant...	¾	12 & 8	12 " and extra trips..	67 48
do do	G. W. Cook	....	.. ...	Special trips............	1 00
Port Mouton & S. W. Pt. Mouton...	P. Fisher	4½	3	12 months.......... ..	90 00
Port Royal and West Arichat.	B. Sampson.....	4	6	12 "	86 66
Port Saxon and Railway Station...	L. McLean.....	350 yds	6	12 "	53 21
Port William and Town Plot.......	C. A. Lockwood	6½ r. t.	6	12 "	100 00
Princes Lodge & Railway Platform	E. Koch........	¼	6	12 "	50 00
Pubnico Head and Railway Station	N. R. Hines....	⅛	12	12 "	46 95
Pugwash and Pugwash River......	J. Patterson....	7 & 8	3	12 " and arrears.....	145 48
Pugwash and Railway Station.....	R. W. Chapman.	½	12	12 "	62 60
Pugwash and Stone House........	J. M. McIvor...	9	3	12 "	156 00
Pugwash and Wallace Bay....	H. Brown	8	6	12 "	200 00
Pugwash Junction & Ry. Station...	J. H. Eaton...	150 yds	12	12 "	75 00
Quarry St. Anns and St. Anns .. .	A. Carmichael..	2½	6	12 "	80 00
Queensville and Rhodena.... ...	J. A. McDougall	4	2	12 "	45 00
Rawdon and South Rawdon.	J. N. Wood . ..	14 r.t.	1	12 "	60 00
Rear Black River and West Bay....	J. McInnis.	4	3	12 "	90 00
Rear Little Judique & Ry. Station..	A. J. McIsaac..	3½	2	12 "	40 00
Reserve Mines & Electric Tramway	F. McKeigan. ..	10 yds.	12	12 "	40 00
Reynards Bridge and Tusket	W.D.VanNorden	8	2	12 "	134 20
River Bourgeoise and Ry. Station..	T. Sampson... .	6	6	12 "	230 00
Riverdale and Weymouth.........	A. D. Wagoner.	13	3	12 "	188 92
Riv. Dennis S. & S.S. Basin R. Dennis	J. J. McPhail ..	9	6	9 " (to Dec. 31, '10.)	258 75
" " "	J. J. McIntyre..	9	6	3 " (from do)	93 25
River Hebert and Railway Station.	J. O. Scott.	1⅓	12	6 " (to Sept. 30, '10.)	92 50
" " "	G. W. Latta....	1½	12	6 " (from do)	145 00
River John and Railway Station...	D. E. Logan....	1	18	12 "	58 50
River John and Welsford.........	B. S. Langille ..	3	6	12 "	140 00
River John and Westerley.........	C. A. Sellars. ..	5	3	12 "	110 00
Riversdale and Railway Station....	A. Bain........	1/16	12	12 "	44 00
Riversdale and Upper Kemptown..	R. A. McLean..	8	2	12 "	162 00
Riverside and West Bay Road.	D. McDonald...	4	3	12 "	55 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Roachvale and Tompkinsville	P. Shea	2½	3	12 months	50 00
Roberta and West Bay	A. McDougall	15	3	12 "	273 00
Rockingham Station & Ry. Station	C. S. Davison	1	12	12 "	151 50
Roman Valley and St. Andrews	H. F. Kenney	15	3	12 "	199 00
Roseburn and Whycocomagh	J. D. McLean	8	1 & 2	12 "	52 00
Roseway and Railway Station	C. D. Hager	½	6	12 "	81 38
Ross Ferry and Upper Kempt Head	D. M. McFarlane	18 rt.	3	12 "	213 85
Round Bay and Railway Station	E. P. Greenwood	2¼	6	12 "	112 50
Round Hill and Railway Station	C. C. Rice	½	12	12 "	103 29
St. Andrews and Upper Springfield	J. Duggan	10	3	12 "	210 00
St. Ann's and South Gut St. Ann's	J. McKillop	8½	6	12 "	284 60
St. Anns and Tarbot	A. McLean	5½, 3 & 8½	6 & 3	12 "	247 16
St. Paul's and Railway Station	W. McDonald	¼	12	12 "	60 00
St. Peters and Railway Station	F. G. McAskill	¼	12	9 " (to Dec. 31, '10)	36 00
do do	D. Currie	¼	12	3 " (from do)	12 00
Sable River and Railway Station	E. C. Freeman	1¼	6 & 12	12 " (and extra trips)	211 54
Sable River West and Railway Station	A. F. Harlow	300 yds.	6 & 12	12 "	65 50
Salem and Stanley	W. O. Logan	2	2	12 "	40 00
Salmon River and Railway Station	W. J. Foley	8	6	12 "	247 00
Salt Springs Station and Railway Station	B. G. Harrison	350 yds.	12	12 "	50 00
Saulnierville and Railway Station	L. B. Comeau	1¾	12	12 "	105 00
Saulnierville Station and Railway Station	do	⅕	6	12 "	31 30
Scotch Hill and Main Post Road	L. McNeil	2	3	12 "	25 00
Scotch Hill East and Railway Station	S. Logan	2	3	12 "	75 00
Scotch Village and Railway Station	R. P. Northup	1	12	12 "	55 00
Scotch Village and Upper Burlington	J. Northup	6 rt.	2	12 "	48 48
Scotch Village and Woodville	A. H. Cochrane	10 rt.	1	6 " (to Sept. 30, '10)	26 00
do do	H. Cochran	10 rt.	1	6 " (from do)	20 50
Scotsburn Station and Railway Station	D. McKay	50 yds.	12	12 "	93 90
Scotsburn Station and Upper Scotsburn	G. W. Campbell	4	2	12 "	52 00
Scotsburn Station and West Branch River John	D. McIntosh	14	6	3 " (to June 30, '10)	156 00
do do	G. Logan	14	6	9 "	471 21
Seal Island and Yarmouth	H. Cann & Son	20	1	Season 1910	100 00
Shag Harbour and Railway Station	I. A. Nickerson	⅓	12	9 months (to Dec. 31, '10)	45 12
do do	J. M. Nickerson	⅓	12	3 " (from do)	15 40
Sheet Harbour and Sherbroke	J. S. Cameron	63	3	3 " (to June 30, '10)	435 75
do do	M. McGrath	64	6	9 " from do)	2,500 50
Sheet Harbour and Upper Musquodoboit	G. Farnell	28	3	12 "	475 00
Sheet Harbour Passage and Main Post Road	L. Wambold	2	3	12 "	25 00
Sheffield Mills and Railway Station	J. H. Beckwith	¾	12	6 " (to Sept. 30, '10)	37 50
do de	B. Beckwith	¾	12	6 " (from do)	37 50
Shelburne and Railway Station	A. Swanburg	¼	10 & 12	12 "	181 00
Shelburne and Upper Ohio	L. Hipson	38 rt.	2	12 "	275 00
Sherbrooke and Sunnybrae	J. S. Cameron	45	3	12 "	1,100 00
Short Beach and Yarmouth	J. Bain	25 rt.	4	6 " (to Sept. 30, '10)	199 50
do do	G. T. Bain	25 rt.	4	6 " (from do)	199 50
Shubenacadie and Railway Station	J. C. Gass	100 yds.	42 & 48	12 "	134 42
Shunacadie and Railway Station	D. S. McKinnon	½	12	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount. $	cts.
Sissisboo Falls and Railway Station	G. W. Tebo	3	3	12 months	75	00
Six Mile Road and Wallace Station	A. Benjamin	4	3	12 "	49	92
Skye Mountain and Whycocomagh	D. C. McInnis	7¼	1 & 2	12 "	30	33
Sluice Point and Tusket	A. J. Lent	18¾ rt.	4	12 "	174	00
Smith's Cove and Railway Station	E. W. Potter	¾	12	7 " (to Oct. 31, '10)	45	64
do do	T. O. Morgan	¾	6	5 " (from do)	58	68
Sober Island and Watt Section, Sheet Harbour	E. Harnish	6	3	12 "	75	00
Somerset and Railway Station	H. S. Fisher	2¾	3	4 " (to July 31. '10)	26	00
Southampton and Railway Station	G. S. Davison	¾	12	12 "	80	00
South Branch and Upper Stewiacke	W. Cox	18 rt.	3	12 "	120	00
South Farmington Railway Station and Letter Box	J. Ward	¾	12 & 16	12 "	91	77
South Farmington Torbrook East and South Tremont	J. Ward	8½ & 1¾	3 & 2	11 " (to Feb, 28, '11)	157	00
do do	W. O. Baker	11½ & 1¾	3 & 2	1 " (from do)	20	74
South Farmington and Torbrook	A. R. Saunders	4	3	6 " (to Sept. 30, '10)	45	00
South Farmington and Torbrook West	do	5½	3	6 " (from do)	61	88
South Harbour and White Point	J. McPherson	9	2	12 "	95	00
South Maitland and Railway Station	J. P. Mosher	¼	12	12 "	143	98
South Morland and Tracadie	J. P. Delorey	8	1	3 " (to June 30, '10)	8	75
do do	J. M. McMillan	8	1	9 " (from do)	48	75
South Ohio and Railway Station	J. E. Allen	⅛	12	12 "	40	69
South Ohio and Springdale	S. Allen	27 rt.	3	3 " (to June 30, '10)	53	98
do do	F. H. Raymond	27 rt.	3	9 " (from do)	154	88
South Uniacke and Railway Station	R. Irving	100 yds.	6	12 "	30	00
South West Mabou and Railway Station	A. McDonell	3	3	12 "	80	00
South West Margaree and Whycocomagh	J. P. Smith	26	3	3 " (to June 30. '10)	112	50
do do	D. L. McKay	26	3	9 " (from do)	318	00
South West Port Hood and Railway Station	J. A. Campbell	1¼	6	12 "	40	00
Springhill and Railway Station	H. A. B. Glendinning	½	30 & 36	12 "	203	03
Springhill and Street Letter Boxes	M. Bass	7 rt.	6	12 "	219	08
Springhill and Windham Hill	R. P. Bragg	7	2	12 "	164	83
Springhill Junction Railway Station	H. A. McKenzie	⅛	12	12 "	78	25
Springville and Railway Station	D. McDonald	⅜	12	12 "	47	00
Spry Bay and Taylors' Head	J. W. McCarthy	2½	3	3 " (to June 30, '10)	11	25
do do	H. McCarthy	2½	3	9 " (from do)	56	25
Stellarton and Railway Station	J. D. McDonald	¼	as req.	12 "	400	40
Stoddarts and Railway Station	C. W. Stoddart	¾	2	12 "	35	35
Stony Island and North East Point Wharf, Cape Sable Island	G. E. Atkins	13 rt	6	12 "	325	00
Streets Ridge and Thompson Stn	J. H. Treen	21 rt	6	12 "	305	00
Summerville Centre and Railway Station	W. H. Farquhar	2½	6	12 "	165	00
Sunny Brae and Railway Station	T. M. Chisholm	300 yds.	12	12 "	60	00
Surette Island and Main Post Road	J. Moulaisong	2½	4	12 "	140	00
Swansburg and Railway Station	A. Swansburg	9½	3	12 "	183	75
Sydney and Electric Tramway	J. C. McNeil	50 yds.	24	12 " (and extra trips)	184	36
Sydney and Railway Station (I.C.)	S. M. Logue	¼	12 to 24	12 "	401	62
Sydney and Railway Station (S.L.)	do	¼	12	12 "	80	00
do do	Mrs. S. Logue			Special trips	5	20
Sydney and Street Letter Boxes	J. C. McNeil	6½	12	12 months	390	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sydney and Whitney Pier	H. McLellan	3⅜	6	12 months	246 48
Sydney Mines and Railway Station	J. Vickers	¼	12 & 24 & 18	12 "	289 21
Sydney Mines and Street Letter Boxes	M. W. Ross	5 rt	6	12 "	156 50
Sylvester and Railway Station	J. J. McDonald.	50 yds.	6	12 "	20 00
Tatamagouche and Railway Station	G. Henderson	½	12	12 "	75 00
Tatamagouche and Tatamagouche Mountain	D. Menzie	18½ rt	3	12 "	200 00
Thibeauville and Railway Station	P. Thibeau	1¼	6	12 "	50 00
Thompson Station and Railway Stn.	J. W. Mattinson	¼	12	12 "	50 00
Thompson Station and Westchester	J. W. Rushton	15	2	12 "	150 00
Three Mile Plains and Ry. Platform	W. Sivright	20 yds.	12	12 "	80 00
Tracadie and Railway Station	A, McMillan	⅙	12	12 "	60 00
Troy and Railway Station	J. Laidlaw	1	6	12 "	48 00
Truro and Railway Station	I. G. Miller	1¾	as req.	12 "	505 00
Truro and Railway Station (Midland Railway)	do	½	12	12 "	100 00
Truro and Upper Brookside	S. Clifford	4	2	12 "	40 00
Tupperville and Railway Station	S. Tavener	¼	12	12 "	60 00
Upper Clements and Ry. Station	J. F. Williams	⅛	6 & 12	12 " (and extra trips)	35 42
Upper Dyke Village and Ry. Stn	H. F. Sheffield	3	12	12 "	240 00
Upper Grand Mira and Victoria Bridge	N. Campbell	5	3	12 "	25 00
Upper Kennetcook and Ry. Station	W. G. Clarke	½	12	9 " (to Dec. 31, '10)	70 20
do do	C. Dill	½	12	3 " (from ")	20 34
Upper Newport and Woodville	C. Dimock	1½	1	12 "	28 00
Valley Station and Ry. Station	A. Christie	¼	12	12 "	53 90
Wallace Bridge and Railway Stn	G. H. Scott	4	12	12 "	363 08
Wallace Bridge Stn. and Ry. Stn	J. McNeill	200 ft.	6	12 "	30 00
Wallace Highlands and Wallace Stn.	R. H. Tingley	6½	3	12 "	95 82
Wallace Station and Railway Stn	J. F. Allan	⅓	6 & 12	12 "	45 06
Waterville and Railway Station	E. Pineo	100 yds.	12 to 16	12 "	54 96
Waterville and South Watervilie	F. Parrish	11 rt & 12½ rt	3	12 "	132 54
Waverley and Windsor Junction	W. Major	3	6	12 "	155 00
Wellington Stn. and Railway Stn	E. J. Largie	¾	6	12 "	100 00
Wentworth Creek and Ry. Station	M. Dimock	⅛	6	6 " (to Sept. 30, '10)	25 00
do do	L. Malcolm	⅛	6	5 " (to Feb. 28, '11)	20 83
Wentzell's Lake and Ry. Station	W. B. Wentzel	¼	3	12 "	30 00
West Alba and Railway Station	D. H. Kennedy	2½	3	12 "	30 00
Westbrook and Railway Station	E. C. Dickinson.	1	12	12 "	100 16
Westbrook Mills and Ry. Station	E. G. Lewis	¼	12	12 "	50 00
Westchester and Westchester Stn.	J. W. Rushton	19½ rt	2	12 "	135 00
Westchester Stn. and Railway Stn.	H. G. Purdy	100 yds.	12	12 "	31 30
West Gore and Railway Station	R. F. Brison	3	6	12 "	127 00
West Lawrencetown and Main Post Road	T. A. Nangle	½	6	12 "	50 00
West Merigonishe and Ry. Station.	J. Olding	1	6	12 "	50 00
West River Stn. and Ry. Station	R. Anderson	75 yds.	12	6 " (to Sept. 30, '10)	35 00
do do	H. D. Fraser	75 yds.	12	6 " (from ")	35 00
Westville and Railway Station	H. S. McDonald	¼	42	9 " (to Dec. 31, '10)	146 25
do do	J A. McDonald.	¼	42	3 " (from ")	48 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Westville and Street Letter Boxes..	W. Murray.....	2¼ rt	12	1 mos. (to April 30, '10)	12 50
do do	C. R. Paige.....	2¼	12	11 " (from ")	137 50
Weymouth and Railway Station....	H. S. Hoyt.....	¼	12	12 "	181 54
Weymouth North and Ry. Station..	G. T. Cook......	1⅛	12	12 "	218 56
Whiteside and Railway Station. ..	J. P. Shannon..	1	6	12 "	35 00
Whycocomagh and Railway Station	J. P. Smith.....	9	12	12 "	313 00
Whycocomagh and Whycocomagh Mountain	N. A. MacDonald	4	1	12 "	35 00
Wilburn and Main Post Road.....	A. MacDonald..	2	3	6 " (to Sept. 30, '10)	17 50
Wilkin's Siding and Ry. Platform..	C. H. Robart. ..	100 yds.	6	12 "	50 00
Willowbank and Railway Station ..	C. Kennedy	2⅓	12	5 " (to Aug. 31, '10)	98 25
do do	A. A. McIsaac .	2⅓	12	7 " (from ")	109 55
Wilmot and Railway Station	A. P. Bowlby...	1⅛	12	12 "	141 05
Windsor and Railway Station	M. G. Goudge..	½	24	12 " (and extra trips)	276 86
Windsor—Transfer of Mails.......	M. G. Goudge..	20 yds.	6	4 " 10 dys. to Oct. 22, '10........	8 56
Windsor and Windsor Forks. . . .	F. Palmer......	8⅓	4	12 "	159 00
Windsor Junction and Railway Stn	M. Hessian.. ..	⅛	36	12 "	80 00
Windsor Junction—Transfer of Mails..........................	do ...	....	as req.	12 "	60 00
Wolfville and Government Wharf.	T. E. Hutchinson	1	6	9 " (to Dec. 31, '10)	31 50
Wolfville and Railway Station.....	E. S. Crawley ..	⅛	24	12 "	140 00
Woodbourne and Railway Station.	R. Ballantyne..	1⅓	2	12 "	50 00
Yarmouth and Railway Station....	J. Bain	½	12	6 " (to Sept. 30, '10)	174 50
do do	G. T. Bain......	½	12	6 " (from ")	174 50
Yarmouth and Railway Station (N. & S. W)	J. Bain....	⅝	12	6 " (to Sept. 30, '10)	108 75
do do ..	G. T. Bain. ...	⅝	12	6 " (from ")	156 50
Yarmouth, Yarmouth North and Street Letter Boxes.	Yarmouth Street Railway Company, Limited.	4 r. t.	as req.	12 "	250 00
				Total....................	192,585 33
				Less amount withdrawn from the Guarantee Fund...........	284 54
					192,300 79

APPENDIX B—*Continued.*

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Acadie and Acadie Siding	M. S. Barrieau	6	1	12 months	187 20
Acadie and St. Luc	G. Goguen	5	2	12 "	60 00
Acadie and Village St. Jean	J. Daigle	7½	2	12 "	45 00
Acadie Siding and Railway Station	G. H. Perry	⅛	12	12 "	30 00
Adamsville and Railway Station	P. Arsenault	⅓	6	12 "	64 73
Albert and Brookton	H. Fullerton	4	1	9 " (to Dec. 31 '10)	22 50
do do	R. Fullerton	4	1	3 " (from ")	7 50
Albert and Point Wolfe	B. Connor	20	6	6 " (to Sept. 30 '10)	374 50
do do	F. Sinclair	20	6	6 " (from ")	371 50
Albert and Riverside	R. White			Special trips	1 00
Albertine and Colin	L. Nadeau	6	2	12 months	125 00
Albert Mines and Railway Station	I. Woodworth	¼	12	12 "	40 00
Alcida and Laplante	A. J. Roy	2½	2	12 "	25 00
Aldouane and Railway Station	M. J. Daigle	2	3	12 "	45 00
Alexandrina and Notre Dame	J. Gueguen	4	2	12 "	52 00
Alison and Boundary Creek	A. H. Mitton	5½	2	12 "	99 00
Allandale and Poquiock	F. Doherty	6	2	12 "	52 00
Alma and Hastings	W. W. Kinnie	4	1	12 "	38 00
Anagance and Corn Hill	W. A. Dickey	6	3	12 "	136 26
Anagance and Elgin	J. N. Laydon	18	2	4 " (to July 31 10)	30 00
Anagance and Upper Goshen	H. Graves	12	2	8 " (from ")	53 33
Anagance Ridge and Knightsville	T. Elliott	4	1-2	12 "	45 84
Anderson and Midgic Station	W. W. Hicks	11-16½	2	12 "	123 76
Andover and Carlingford	L. E. Everett	4	2	12 "	54 85
Andover and Hillandale	A. W. Sisson	4	2	12 "	80 00
Andover and Railway Station	P. Lynch	1	12	12 "	190 00
Annidale and Lawson	J. T. Thompson	12	3	12 "	116 67
Annidale and Sheba	F. E. Leonard	18	3	3 " (to June 30 '10)	28 33
Annidale and Railway Station	do	¼	3	6 " (to Sept. 30 '10)	15 00
do do	M. J. Leonard	¼	3	6 " (from ")	15 00
Apohaqui and Erb Settlement	G. H. Secord	4 & 9	1	12 "	48 00
Apohaqui Millstream and Collina	do	6-11	6-3	12 "	340 00
Apohaqui and Railway Station	do	100 yds.	18	12 "	93 90
Arbeau and Upper Blackville	J. E. Dumphy	2	2	5 " and 15 days from Oct. 17 '10	13 71
Armstrong's Brook, Jacquet River and Railway Station	T. J. Ultican	¼ & 2¼	6 & 12	12 "	125 00
Aroostook Junction, Four Falls Railway Station	D. Murchison	⅛ & 2	12 & 6	12 "	123 00
Averys Portage & Railway Station	F. McCoombs	1	6	12 "	45 00
Avonmore and Railway Station	W. H. Harmer	200 ft.	3	12 "	40 00
Back Bay and St. George	H. V. Dewar (Leg. Rep.)	11 & 8	6	12 "	380 00
Baie Verte and Jolicure	A. A. Copp	8	3	12 "	156 00
Baie Verte and Railway Station	W. H. Prescott	½	12	12 "	80 00
Baillie and Meredith	J. W. Mann	4	2	12 "	52 00
Bairdsville and Beaconsfield	R. M. Baird	9½	3	12 "	112 50
Bairdsville and Kilburn	J. W. Howlett	1	6	12 "	125 00
Bald Hill and Wickham	G. E. Monteith	3½	3	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bala Phillip and South Branch St. Nicholas River	P. Murphy	4	3	12 months	60 00
Barnaby River and Railway Station	T. Dalton	$\frac{1}{16}$	12	12 "	35 00
Barnaby River and Semiwagan Ridge	M. Meagher	4	1	12 "	40 00
Bartholomew and Blackville	S. McCarthy	4	1	12 "	20 00
Bartibog and Chatham	J. Doyle	12	1	12 "	85 00
Bartibog Station and Railway Stn.	P. Auger	50 yds.	6	12 "	20 00
Bartlett's Mills and Railway Station	J. Bartlett	$\frac{1}{4}$	6	12 "	95 00
Bass River and South Branch St. Nicholas River	A. M. Campbell.	17 & 21	6	12 "	787 00
Basswood Ridge and St. Stephen	Keys Bros	10 & 25	2	12 "	300 00
Bath Johnville and Keilfoil	T. H. O'Donnell.	7 & 10	6 & 3	12 "	250 00
Bath and Moose Mountain	J. H. O'Donnell.	$14\frac{1}{2}$	3	12 "	180 00
Bath and Railway Station	T. Bohan	$\frac{1}{2}$	12	12 "	100 00
Bathurst and Goodwin's Mills	F. O'Connor	$7\frac{1}{2}$	2	12 "	52 00
Bathurst and Railway Station	S. P. Bishop	2	24 & 36	12 "	410 70
Bathurst and Rough Waters	W. Kennah	4	2 & 3	12 "	43 75
Bathurst and Street Letter Boxes	J. J. Roy	$1\frac{1}{3}$	24 & 18	12 "	150 00
Bathurst Village and Kanes	A. Payne	15	2	12 "	150 00
Bathurst Village and Youghall	A. Anderson	5	3	12 "	50 00
Bay du Vin and Chatham	W. J. Groat	25	3	12 "	298 00
Bay du Vin and Point Escuminac	H. Allen	23	3	6 " (to Sept. 30, '10).	150 00
do do	A. Nash	23	3	6 " (from ").	162 50
Bay du Vin Mills and Upper Bay du Vin	J. Dickens	5	1	12 "	27 75
Bayfield and Railway Station	M. Allen	$1\frac{1}{2}$	6	12 "	129 50
Bayside and Fitzpatrick	J. Williston	5	1 & 2	12 "	35 00
Bayside and St. Andrews	B. T. Snell	7	3	12 "	135 00
Bayswater and Longs Cove	F. S. McRae	3	3	12 "	60 00
Beaufort and Glassville	A. Scott	11	3	12 "	212 50
Beaumont and Rockland	S. J. White	$2\frac{1}{2}$	6	12 "	112 00
Beaver Brook Sta. and Railway Sta.	H. O'Brien	100 yds.	6	6 " (to Sept. 30, '10).	0 50
do do	V. Fournier	100 yds	6	6 " (from ").	0 50
Beaver Dam and Rusagornis	E. Smith	5	2	12 "	104 00
Beechwood and Railway Station	E. E. Kearney	$\frac{1}{8}$	12	12 "	49 00
Belledune and Railway Station	G. A. Chalmers.	1	6	12 "	80 00
Belledune River and Hodgins Siding	Mrs. M. Curry	2	6	12 "	70 00
Bellefleur and Railway Siding	C. Bellefleur	$\frac{1}{8}$	12	12 "	36 00
Belleisle Creek and Collina	W. McL. Kierstead	6	2	12 "	60 00
Belleisle Creek and Imlah	A. J. Gillies	2	1	12 "	17 00
Belleisle Creek and Marrtown	J. Gallagher	12	2	12 "	158 40
Belleisle Creek and Marvin	W. McL. Kierstead	$3\frac{1}{2}$	1	12 "	18 00
Belleisle Creek and Railway Sta.	W. Kilfillen	$\frac{1}{2}$	6	12 "	50 00
Bellenden and Youngs Cove Road	T. Hughes	3	2	12 "	70 00
Bell Mills and Rexton	C. A. Richard	$3\frac{1}{2}$	3	12 "	65 00
Belyeas Cove and Hnestis Landing.	M. H. Mott	3	1	7 " & 15 dys. to Nov. 15, '10	12 50
do do	A. H. Craft	3	2	4 " & 15 days from Nov. 15, '10	18 54
Benjamin River and New Mills	A. Gaunie	4	12	12 "	75 00
Ben Lomond and St. Martins	J. C. Boyer	19	1	12 "	95 00
Benton and Railway Station.	E. M. Laverty	50 yds.	12	12 "	37 56
Benton and Speerville	do	5	2	12 "	89 00
Beresford and Railway Siding	J. J. Degrace	$\frac{1}{4}$	6	12 "	25 00
Bertrand and Theriault	A. Theriault	4	2	12 "	25 00
Big Cove and Narrows	J. W. Glendenning	8	3	12 "	126 05

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Biggar Ridge and Foreston	W. H. Staten	4	3	12 months	69	00
Biggar Ridge and Sparkle	J. E. Barter	6	3	12 "	100	00
Birch Ridge and Railway Siding	E. Steeves	75 yds.	2	12 "	2	00
Blacklands, River Charlo and Railway Station	J. Cook	3 & 1	6 & 12	12 "	181	53
Black Point and Railway Station	S. Laughlan	1	6	12 "	68	47
Black River, Chatham, Laketon and Wine River	R. McNaughton.	12 & 21	2 & 3	12 "	424	00
Black's Harbour and Railway Sta.	N. E. Wright	13	6	12 "	398	00
Blackville and Railway Station	C. J. McKenzie.	1	18	12 "	100	00
Blair Athol, Upper Balmoral, Eel River Crossing	R. H. Wright	9 & 16	3	6 " (to Sept. 30, '10).	91	50
Blair Athol, Upper Balmoral, Eel River Crossing	P. Dugas.	9 & 16	3	6 " (from ").	105	00
Bloomfield and Lakeville	W. J. Burk	11	3	12 "	170	00
Bloomfield Station and Central Norton	B. C. Williams	$3\frac{1}{2}$	3	12 "	59	40
Bloomfield Station and Ry. Station.	do	50 yds.	12	12 "	25	00
Bocabec and St. Andrews	R. McCullough	9	3	12 "	262	23
Boiestown and Hayesville	E. Munn.	21	2	12 "	189	32
Boiestown and Parker's Ridge	J. A. Pond.	5	2	9 " (to Dec. 31, '10).	52	50
do do	J. C. Parker	5	2	3 " (from ").	21	25
Boiestown and Railway Station	E. P. Campbell	$\frac{1}{16}$	12	12 "	28	18
Boieshebert and St. Isidore	L. Losier.	$2\frac{1}{2}$	3	12 "	60	00
Bon Accord and Kincardine.	D. Niddrie	5	3	12 "	140	00
Bon Secours and Coal Branch Sta.	W. Howard	7	2	12	79	00
Bonny River Station, Elmcroft Railway Station	J. P. Sullivan	$\frac{1}{4}$ & 6	1 & 12	12 "	150	00
Bosse and Plourd	N. Martin	3	1	12 "	25	00
Boudreau Village and St. Joseph	M. D. Cormier	9	3 & 2	12 "	117	56
Boundary Creek, Railway Station and Steeves Mountain	A. H. Mitton	$\frac{1}{4}$ & $3\frac{3}{4}$	12 & 2	12 "	197	00
Bourgeois and Grandigue	J. P. Arseneau	4	2	12 "	56	00
Braenut and West Glassville	J. C. Derrah	3	2	6 " (to Sept. 30, '10).	24	00
do do	A. F. Derrah.	3	2	6 " (from ").	24	00
Briggs Corner and North Forks Salmon Creek	J. A. Currie	4	2	12 "	45	00
Bristol and Glassville	W. A. Hanington	9	6	12 "	325	00
Bristol and Railway Station	S. Giberson.	$\frac{1}{2}$	12	12 "	100	00
Brockway, Harvey Station and York Mills	W. McCulloch	22	3	6 " (to Sept. 30, '10).	132	50
do do	do	9 & 22	3 & 6	6 " (from ").	186	70
Brooklyn Road and Midgic Station.	H. L. Richardson	3	3	12 "	45	00
Brookville Station and Railway Sta.	W. Ryan.	$\frac{1}{3}$	12	12 "	50	00
Brownsville Railway Station and West Scotch Settlement	W. M. Northrup	$\frac{1}{2}$ & $7\frac{1}{2}$	3	12 "	125	00
Bryenton and Railway Siding	A. Bryenton	$\frac{1}{8}$	12	12 "	40	00
Buctouche and Coates Mills	J. Girouard	12	6	6 " (to Sept. 30, '10).	245	00
do do	J. M. Girouard.	12	6	6 " (from ").	245	00
Buctouche and Railway Station	F. J. Cormier	$\frac{1}{4}$	12	12 "	75	00
Buctouche and Richibucto	M. McKinnon	18	3	12 "	293	00
Buctouch and Ste. Anne de Kent	E. T. Richard	8	3	12 "	120	00
Buctouche and St. Edouard	M. L. Jaillet.	$6\frac{1}{2}$	2	12 "	60	00
Buctouche and St. Jean Baptist	A. Robichaud	$1\frac{1}{2}$	6	12 "	65	00
Buctouche and Shediac	H. F. Legere	24 & 26	6	3 " (to June 30, '10).	211	25
do do	T. P. Melanson	24 & 26	6	9 " (from ").	712	50
Buctouche and Upper St. Maurice.	W. McDonald	7	1	12 "	45	00
Bull Moose Hill and Springfield	J. H. Pickle	5	2	12 "	60	00
Burnt Church and New Jersey	G. F. McKnight	4	6	12 "	105	00
Burtts Corner, Dorn Ridge Ry. Sta.	E. Burtt	$2\frac{1}{4}$ & 5	2 & 12	12 "	150	00
Butternut Ridge Hicksville, Railway Station	S. Perry	$\frac{1}{4}$ & 6	6 & 2	12 "	80	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Butternut Ridge and Forks	C. G. Keith	16	2	12 months	124 80
Butternut Ridge and Thorn Brook	C. D. Perry	5	3	12 "	69 00
Cains River, Railway Station, Glen Porter	T. R. Washburn	¼ & 7	3 & 1	12 "	94 00
Caledonia and Turtle Creek	B. Patterson	18	2	12 "	108 00
Calhoun and Railway Station	T. B. Calhoun	½	12	12 "	25 00
California and Four Falls	D. Murchison	10½	2	12 "	67 20
Cambridge and Codys	H. Leonard	8	6	12 "	492 67
Cambridge and Mouth of Jemseg	J. G Dykeman	17	6	"	672 00
Cambridge and Lakeview	G. S. Wilson	3	3	12 "	70 00
Cambridge and White's Point	A. Kelly	3	3	12 "	62 91
Cameron's Mills and St. Louis de Kent	I. Landry	7 & 11	6 & 3	12 "	232 20
Campbell's Settlement and Temperance Vale	P. A. Dunham	8½	2	12 "	99 00
Campbellton and McKendrick	C. LeBlanc	10½	3	12 "	162 00
Campbellton and McKinnon's Hill	J. Callaghan	3	3	12 "	80 00
Campbellton and Railway Station	G. Cumming	1	30	12 "	341 01
Campbellton and Shive's Athol	do	3	3	12 "	93 75
Campbellton and Street Letter Boxes	do	2½	7	12 "	120 00
Canaan Rapids and Cole's Island	W. Stewart	3½	2	12 "	60 00
Canaan Station and McLean	L. Gosselin	17	2	12 "	124 00
Canaan Station and Railway Sta.	J. Gotro	⅛	12	12 "	42 00
Canaan Station and St. Paul's	H. Gaudet	7	4	12 "	99 50
Canobie and Clifton	J. R. Sealy	3	2	12 "	49 00
Canous and Oak Hill	W. E. Spearin	5	2	12 "	75 00
Canterbury Station and Dow Settlement	S. H. Dow	5	2	12 "	75 00
Canterbury Station and Hartin Settlement	T. Hartin	4½	2	10 " (from June 1,'10)	54 17
Canterbury Station and North Lake	S. Foster	22	3	12 "	462 75
Canterbury Station and Railway Station	J. S. Law	1/16	12	12 "	60 00
Canterbury Station and Scott's Siding	S. L. Dow	4	2	10 " (to Jan. 31, '11)	41 66
Canterbury Station and Snowden	T. McGillicuddy	5	2	12 "	65 00
Cape Bald and Leblanc	S. M. Richard	7	2	12 "	70 00
Cape Bald and Lower Cape Bald	D. Vantour	2½	3	12 "	60 00
Cape de Moiselle Creek and Railway Station	J. Wilson	1/16	12	12 "	25 00
Cape Spear and Railway Station	R. Trenholm	5	3	12 "	109 00
Cape Tormentine and Railway Station	J. R. Barry	⅛	12	12 "	40 00
Cape Lumière and Richibucto Village	M. J. Babineau	3	2	12 "	30 00
Caraquet and Lower Caraquet	J. R. Chiasson	5½	6	12 "	265 00
Caraquet and St. Simon	J. Lantigne	9¾	1	12 "	30 61
Caraquet and Tracadie	A. McConnell	22 & 1½	6 & 2	12 "	447 00
Caron Brook and Lake Baker	A. Martin	5	6	12 "	227 00
Carroll's Crossing and Railway Station	A. O'Donnell	20 yds.	12	12 "	30 00
Central Blissville and Railway Station	E. A. Low	½	12	12 "	96 00
Central Hampstead and Hibernia	W. J. Nickerson	3	3	12 "	55 42
Central Power Hill and Meadows	C. R. Pollard	3½	2	12 "	75 00
Centreville and Charleston	J. Crone	5½	3	12 "	100 00
Centreville and Goods Corner	A. Beckwith	4 & 7	3	12 "	100 00
Centreville and Knoxford	do	4	3	12 "	87 31
Centreville and Railway Station	R. J. Lee	5	6	12 "	140 00
Centreville and Royalton	A. Beckwith	6	3	12 "	79 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Chambord and Grand Falls........	B. Levesque....	5	3	9 mos. from July 1 '10..	75 00
Chance Harbour and Lepreaux.....	R. Mawhinney..	16	3	12 "	280 00
Chatham and Douglasfield..... ...	T. King	5	1	12 "	48 00
Chatham and Railway Station.....	T.H. Fitzpatrick	1	30	12 " (and extra trips).	227 05
Chatham and Street Letter Boxes..	do .	2	12	12 "	125 00
Chatham and Tracadie	W. Gay........	$55\frac{1}{2}$	6	12 "	1,185 00
Chelmsford and Railway Station...	G. Harper......	$\frac{1}{4}$	12	12 "	50 00
Cherryfield and Moncton..........	W. Steeves......	$4\frac{1}{2}$	2	12 "	50 00
Chipman and Dufferin..	N. Lagassie.....	4	2	12 "	40 00
Chipman Gaspereaux and Upper Gaspereaux	A. Darrah......	5 & 8	6 & 3	12 "	190 12
Chipman and Harley Road..... ..	L. R. Wilson....	8	2	6 " (to Sept. 30 '10)..	37 50
do do	R. Murphy.....	8	2	6 " from ")..	44 50
Chipman and Linton	T. McAllister...	12	3	12 "	188 50
Chipman and Railway Station.....	H. Orchard.....	$\frac{1}{8}$	12	12 "	50 00
Chocolate Cove, Fairhaven, Lord's Cove............................	L. Wentworth..	4 & 11	6 & 4	9 " (to Dec. 31 '10)..	187 50
do do ..	J. W. Mosley..	4 & 11	6 & 4 3 & 2	3 " from ")..	75 00
Church Hill and Riverview........	J. A. Bayley....	$4\frac{1}{2}$	2	12 "	80 00
Clair and Fort Kent (U.S.)........	J. Long........	$\frac{3}{4}$	12	12 " (half cost of service paid by U. S.)...........	50 00
Clairville and Jailletville..........	C. F. Jaillet ...	6	1 & 2	12 "	49 83
Clarendon Station and Railway Stn.	G. S. Lacey	$\frac{1}{2}$	6	12 "	40 00
Clarks Corner and Sheffield.......	E. Randall.... .	11	3	3 " (and 16 days to July 16 '10)...	27 25
do do	do	16	3	8 " (and 15 days from July 16 '10). ..	122 73
Clarkville and Railway Station....	I. Nevers.......	$7\frac{1}{2}$	2	12 "	85 00
Clearview and Railway Station....	S. Bishop.	3	6	12 "	140 00
Cliffordvale and Railway Siding...	A. L. Clifford ..	$\frac{1}{16}$	3 & 6	12 "	23 75
Clinch's Mills and Gooseberry Cove..........................	R. J. Ferguson .	4	2	12 "	65 00
Clinch's Mills and Railway Crossing............	C. Spinney......	$\frac{1}{8}$	12	12 "	26 00
Cloverdale East and Coldstream....	S. Nason.	$10 \& 10\frac{2}{3}$	3	12 "	221 24
Clover Hill and Sussex............	S. P. Taylor....	$15\frac{1}{2}$	2	12 "	200 00
Coal Branch Station and Railway Station...	E. Hackney	$\frac{1}{6}$	12	12 "	48 00
Coal Creek and Coal Mines........	W. L. Durling..	4	2	12 "	26 00
Coal Creek and Railway Station...	M. E. Weaver..	$\frac{1}{16}$	12	12 "	10 00
Coal Creek and Upper Coal Creek..	M. E. Weaver..	4	1	12 "	25 00
Coates Mills and St. Cyrille........	W. LeBlanc....	$3\frac{1}{2}$	2	12 "	40 00
Cocagne and Cocagne Cape..	T. St. Peter	4	2	12 "	70 00
Cocagne and Notre Dame.	E. P. Despres ..	6	3	12 "	90 00
Codys and Coles Island.	J. M. Cody.....	6 & 9	6	2 " (to May 31 '10)..	47 34
do do	E. L. Starkey...	6	6	10 " from " ..	179 17
Codys and Jenkins	I. V. B. Hetherington........	2	3	12 "	59 50
Cold Brook and Railway Station...	M. C. Lawlor...	$\frac{1}{4}$	12	12 "	40 00
Coldstream and Hartland..........	J. N. Belyea....	5	6	12 "	198 00
Coldstream and Howards Brook...	T. C. Clark.....	$8\frac{1}{2}$	3	12 "	127 88
Coldstream East and Peel...	J.W. Hatfield..	10	3	12 "	117 00
Coles Island and Forks............	R.W.Hetherington.	17	2	3 " (to June 30, '10)	36 95
do	C. B. Parker....	17	2	9 " (from do)	134 25
College Bridge and Railway Station............................	D. F. Richard..	$\frac{1}{2}$	12	12 "	75 00
Collette and Rogersville	M. Gionet.. ...	4	3	12 "	94 00
Comeau Ridge and Woodville......	J. M. Cyr.....	3	3	10 " (to Jan. 31, '11)	54 17
do do	L. Michaud.....	3	3	2 " (from do)	14 34

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Connell and Florenceville	W. A. Taylor	$5\frac{1}{2}$	3	12 months	94 28
Conners and Mouth of St. Francis	M. Ouellette	$3\frac{1}{2}$	3	12 "	60 00
Cork Station and Railway Station	W. Murphy	$\frac{1}{18}$	6	12 "	30 00
Cormier's Cove and St. Joseph Station	V. J. Landry	1 & 2	18 & 2	12 "	165 45
Corn Hill and Creek Road	R. H. Rouse	3	2	12 "	41 60
Coronation and Railway Station	G. Bishop	$\frac{1}{8}$	3	12 "	35 00
Costigan and Railway Siding	D. Bowmaster	100 yds.	3	12 "	20 00
Cote Ste. Anne and Ste. Anne de Kent	J. M. Nowlan	4	2	12 "	40 00
Coughlan and Railway Siding	D. A. Coughlan	$\frac{1}{4}$	6	12 "	40 00
Coughlan and Whites Rapids	W. J. Sturgeon	4	2	12 "	55 00
Cowans Creek and South River	H. Cowan	$2\frac{1}{2}$	2	12 "	30 00
Cox's Point, Cumberland Bay, The Range	R. Hutchins	35 & $7\frac{1}{2}$	3 & 6	12 "	184 00
Cross Creek, Jewetts Brook, Upper Williamsburg	W. Waugh	$8\frac{3}{4}$	2	12 "	175 00
Cumberland Bay and Railway Station	H.O. Branscomb	$\frac{1}{4}$	6	12 "	72 00
Currieburg and Stanley	A. L. Currie	$6\frac{1}{2}$	2	12 "	80 00
Currieville and Railway Station	S. M. Beaumont	$\frac{1}{8}$	12	3 " (to June 30, '10)	11 25
do do	O. Downey	$\frac{1}{8}$	12	9 " (from do)	46 95
Dalhousie Junction and Maple Green	W. LeBlanc	2	3	12 "	55 00
Dalhousie Junction and Railway Station	T. Robinson	$\frac{1}{8}$	12	12 "	100 00
Dalhousie and Railway Station	J. Duncan	$\frac{1}{4}$	24 & 36	12 "	149 03
Damascus and Smithtown	W. B. Smith	3	1	12 "	30 00
Debec and Maxwell	J. Alexander	$21\frac{3}{4}$ & $14\frac{3}{4}$	3	12 "	400 00
Debec and Railway Station	A. Harron	$\frac{1}{4}$	12	12 "	70 00
Derby and Railway Station	E. L. Parker	$\frac{1}{4}$	12	12 "	60 00
Derby Junction and Railway Station	J. H. Wilson	$\frac{1}{8}$	6	12 "	30 00
Doaktown and Railway Station	I. H. Swim	$\frac{1}{16}$	12	12 "	40 00
Dobson's Corner and Petitcodiac	H. W. B. Colpitts	13	3	12 "	270 00
Donegal Waterford, Sussex	G. M. Hayes	8 & 12	1 & 3	9 " (to Dec. 31, '10)	153 16
do do	E. Walters	8 & 12	1 & 3	3 " (from do)	62 59
Dorchester and Middleton	E. W. Weldon	2	6	12 "	80 00
Dorchester and Railway Station	S. W. Tingley	$\frac{1}{2}$	30	12 "	291 67
Dorchester and Rockport	A. G. Read	12	3	12 "	259 00
Dorchester Crossing, Railway Station, Scadouc	P. J. Melanson	$\frac{1}{4}$ & $2\frac{1}{2}$	6 & 3	12 "	103 84
Douglas and Railway Station	A. Currie	100 yds.	3	12 "	30 00
Douglastown and Newcastle	D. Doyle	5	12	12 "	300 00
Dover and Moncton	J. W. Beatty	$15\frac{1}{5}$	3	12 "	224 00
Doylês Brook and Railway Station	J. Gratton	$4\frac{1}{2}$	3	12 "	70 00
Doyles Settlement, Lorne and River Louison	T. Hayes	3 & 4	1 & 2	12 "	54 00
Dugas and Grande Anse	M. Dugas	5	2	12 "	30 00
Duguayville and St. Isidore	M. L. Duclos	4	2	12 "	40 00
Dumbarton Station and Railway Station	W. Saunders	$\frac{1}{16}$	6	12 "	40 00
Dundee and Eel River Crossing	R. H. Wright	6	3	12 "	97 50
Dungiven and Memramcook	E. W. Toole	4	1	3 " (to June 30, '10)	6 25
do do	C. Toole	4	1	9 " (from do)	22 50
Durham Bridge and McElwain	H. McElwain	3	2	12 "	50 00
Durham Bridge and Railway Station	R. Abernethy	$\frac{1}{2}$	12	12 "	35 00
Durham Centre and Jacquet River	W. M. Firlotte	$1\frac{1}{4}$	12	12 "	95 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
East Brighton and Lower Brighton	A. J. Shaw	2	3	12 months	95 00
East Florenceville and Upper Peel.	N. Kitching	1	6	12 ″	40 00
East Glassville and Highlands	J. Nixon	3	3	12 ″	48 00
Edmundston and Levesque	M. Martin	7	2	12 ″	83 20
Edmundston and Railway Station	W, D. Babin	¾	12	12 ″	187 00
Edmundston, Temiscouata and C. P. Railway Company	do	⅛	12	12 ″	100 00
Edmundston and Upper Madawaska (M.E.)	F. Albert	3	as req.	12 ″	60 00
Eel River Crossing and Railway Station	Levesque and Splude	1/16	12	12 ″	50 00
Eeel River Crossing and Upper Balmoral	do	9	3	12 ″	158 50
Elgin and Fir Grove	T. Carty	4	1	12 ″	30 00
Elgin and Kerry	S. Garland	15½	2	12 ″	176 16
Elgin and Mapleton	J. M. Colpitts	4	2	12 ″	52 00
Elgin and Meadows	J. M. Garland	6	2	12 ″	50 00
Elgin and Pleasant Mount	Estate of C. F. Henderson	5	1	12 ″	35 00
Elgin and Railway Station	T. Barchard	½	6	12 ″	60 00
Ellenstown and Millerton	J. Betts	4½	2	3 ″ (to June 30, '10).	12 00
do do	E. J. Tweedie	4½	2	9 ″ (from ″).	36 00
Elm Hill and Upper Otnabog	J. D. McIntyre	3	3	12 ″	35 00
Elmsville and Railway Station	J. H. Dyer	1/16	12	12 ″	60 00
Elm Tree and La Plante	J. M. Godin	3½	2	12 ″	50 00
Elm Tree and Madran	I. F. Roy	3	2	12	20 00
Elm Tree and Railway Station	J. Doucet	1	12	9 ″ (to Dec. 31, '10).	30 00
do do	P. F. Doucet	1	12	3 ″ (from ″).	19 50
Emerson and Fords Mills	N. Powell	8	2	3 ″ (to June 30, '10).	31 20
do do	J. McG Powell.	8	2	9 ″ (from ″).	93 60
Ennishore and Grand Falls	J. O. Regan	3½	1	12 ″	50 00
Enniskillen Station and Ferris	E. Blakeley	9½	3	12 ″	200 00
Enniskillen Sta. and Railway Sta.	B. McAloon	¼	6	12 ″	28 00
Fairville and Railway Station	D. O'Keefe	⅛	18	12 ″	149 00
Ferguson's Point and Main Post Road	W. Ferguson	¾	6	12 ″	40 00
Ferndale and Hillside	G. Bannister	2	1	12 ″	20 00
Flatlands and Railway Station	W. J. Gillis	½	6	12 ″	85 42
Flint Hill and Meadows	J. W. Garland	4	2	12 ″ (less fine).	48 00
Florenceville and Greenfield	T. B. Wakem	6	3	6 ″ (to Sept. 30, '10).	65 40
do do	J. A. Armstrong	11½	3	6 ″ (from Nov.1,'10).	118 12
Florenceville and Railway Station	C. N. Boyer	1	12	12 ″	225 00
Florenceville and Summerfield	G. Green	13	4	3 ″ (to June 30, '10).	47 87
do do	T. Kilcollins	13	4	4 ″ (from ″).	113 01
Florenceville and Upper Wicklow	do	11	4	5 ″ (from Nov.1,'10).	125 04
Flume Ridge and Lawrence Station	P. J. Anderson	8	2	12 ″	104 00
Foley Brook and Salmonburst	H. P. Sorensen	7	3	12 ″	105 00
Forest City and North Lake	A. Kinney	8	1	12 ″	80 00
Forks and Ida	C. Keirstead	5	1	12 ″	25 00
Four Roads and Inkerman	J. F. Boudreau	3⅕	2	12 ″	36 47
Fox Creek and Moncton	L. T. LeBlanc	12½	3	12 ″	135 00
Fredericton and Hamtown	G.F. Hildebrand	22	2	12 ″	205 00
Fredericton and Hanwell	T. Powers	10	2	12 ″	134 00
Fredericton and Letter Boxes	W. J. McGinn	4⅔	12	12 ″	192 08
Fredericton and Lincoln	H. M. True	10	6	12 ″	462 73
Fredericton and Maugerville	H. P. McLean	15	6	12 ″	640 49
Fredericton and Meductic	T. Dickinson	51	3	12 ″	900 00
Fredericton, Nashwaaksis, St. Mary's Ferry	M. W. Ryan	1 & ¾	6 & 12	12 ″	206 49

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fredericton and Nasonworth	D. D. Jones.....	13	2	12 months........ . ..	200 00
Fredericton and Ry. Sta. (C.P.R.).	C. J. Kelly.....	½	60	12 ″	575 00
Fredericton and Railway Station..	W. H. Walker..	½	24 & 30	12 ″	270 84
do do ..	R. W. Smith....	....	. ..	Special trips......	1 50
Fredericton Junction and Ry. Sta.	H. M. Shehan..	25 yds	24	12 months........ .	40 00
Free Grant and Robertville........	J. P. Grant.....	8½	1	12 ″	42 00
French Village and Railway Station	M. A. Bater....	4	2	12 ″	60 00
Gagetown and Upper Gagetown...	R. Wiggins.....	10	3	12 ″	154 50
Gagetown and Welsford	W. C. McKay..	28	3	12 ″	623 25
Gagetown and Westfield	T. T. H. Scovil.	44	6	12 ″	2,400 00
Gallagher and Railway Siding.	J. T. Price	2	2	12 ″	25 00
Gaspereaux and Lakestream . ..	A. L. Fleming..	12	2	4 ″ (to July, 31, '10).	49 90
do do	J. Fleming	12	2	8 ″ (from ″).	100 58
Gaspereaux Station and Railway Station....	J. Mooney......	1	6	12 ″	60 00
Gaspereaux Sta. and Scott's Brook.	W. H. Jones....	6	2	6 ″ (to Sept. 30, '10)...........	22 22
do do ..	J. Flowers......	6	2	6 ″ (from ″).	21 50
Gaythorne and Tabusintac	G. Buchanan....	6	2	12 ″	65 00
Gibson and Railway Station	B. H. Babbitt ..	⅓	24	12 ″	154 50
Gilks Railway Station, Blissfield and Moran.........	J.A. MacDonald	$\frac{1}{15}$, 3, 2	12 & 6	6 ″ (to Sept. 30, '10).	124 00
Gilks Railway Station, Gilks and Moran......	J. Robinson	$\frac{1}{15}$, 5	12 & 6	6 ″ (from ″).	117 50
Gladstone and Kintore............	I. L. Watt.	9¾	3	12 ″	169 00
Gladwin and Red Rapids	A. Willett..	4	3	12 ″	65 00
Glassville and Kenneth............	K. McIntosh. ..	5½	3	12 ″	66 00
Glassville and Windsor............	W. G. McBrine.	7 & 15	3	12 ″	265 00
Golden Ridge and Knowlesvilles...	W. Campbell....	6	2	12 ″	75 00
Goose Creek and Shepody Road....	J. S. Prescott & Son....	13	1	1 ″ (to Apr. 30, '10).	12 00
do do ..	J. S. Prescott...	13	1	11 ″ (from ″).	137 50
Gordonsville and South Gordonsville	I. Craig...	4	3	12 ″	74 80
Grafton and Woodstock..........	J. Rolston	1½	6	12 ″	68 00
Grainfield North Renous, Renous Bridge.....................	J. Buggy.	8 & 4	2 & 3	12 ″	150 00
Grand Anse and Mizonette	S. Poirier..... .	8	3	12 ″	170 00
Grand Bay and Railway Station...	D. M. Hamm .	¼	6	12 ″	44 00
Grand Falls and Grand Falls Portage............................	H. Murchison ..	12½	2	12 ″	160 00
Grand Falls and Medford..........	J. E. Ouellet. ..	24½ & 16	3	12 ″	500 00
Grand Falls and Railway Station..	J. B. Powers. ..	½	12	12 ″	180 00
Grand Falls and Rapide de Femme.	J. B. Powers. ..	....	.....	Special trip...	2 00
Crand Falls and St. Amand	J. M. Poitras...	11	3	3 mos. (to June 30,' 10).	50 00
do do	T. D. Gagnon ..	11	3	9 ″ (from ″).	187 50
Grand Fall and St. Michel........	N. Dumas......	4	3	1 ″ (from Mar. 1, '11)	5 42
Grand Harbour and Whitehead...	M. A. Dakin....	6	2	12 ″	145 00
Grangeville and Railway Siding....	H. W. B. Smith.	1	2	12 ″	35 00
Great Shemogue and Shediac	P. F. Melanson.	24 & 26	6	3 ″ (to June 30. '10).	174 50
do do	E. H. Landry...	24 & 26	6	9 ″ (from ″).	675 00
Green Lake and Woodstock........	T. Ballentine ...	11½	2	12 ″	153 00
Green Point and Railway Station..	G. A. Fournier..	1	12	12 ″	80 00
Green River Sta. and Railway Sta.	A. DeVillars....	$\frac{1}{64}$	12	3 ″ (to June 30, '10).	6 25
do do .	J. DeVillars....	$\frac{1}{64}$	12	9 ″ (from ″).	75 00
Greys Mills and Reed's Point	G. Rogers	16	6	12 ″	461 57
Guimond and St. Louis de Kent. ..	F. D. Guimond.	5	2	12 ″	40 00
Halcomb and Red Bank	R. Hamilton. ..	8	2	12 ″	120 00
Hammond Vale and Londonderry..	W. Fowler.. ...	8	1	6 ″ (to Sept. 30, '10).	26 60
do do ..	T. W. Alexander	8	1	6 ″ (from ″).	39 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hampstead and The Manor	J. Dunn	4½	2	12 months	50 00
Hampton and Ossekeag	A. B. Smith, Exr.	1	12	6 " (to Sept. 30, '10).	45 00
do do	E. Boviard	1	12	6 " (from ").	45 00
Hampton and Urquharts	J. Boviard	13	3	12 "	187 50
Harcourt and Lakestream	L. J. Wathen	22	1	12 "	160 00
Harcourt Railway Station,, Richibucto	J. B. Miller	⅛ & 27	24 & 6	12 "	909 00
Hardwick and Steamboat Wharf	J. A. M. Mills	1	6	Season 1910	10 00
Harewood and Salisbury	W. W. Wilson	15	3	12 months	292 32
Harrisville and Lewisville	J. L. Lockhart	3	2	12 "	25 00
Hartland and Railway Station	S. T. Sipprell	⅛	12	12 "	72 74
Hartland and Victoria	Est. of J. McGee	2½	6	12 "	154 00
Harvey Station and Railway Sta.	M. M. Glendinning	50 yds.	12	12 "	100 00
Harvey Station and Yoho	R. Coffey	8	2	12 "	90 00
Hatfield Point and Norton	J. H. Folkins	10	6	12 "	368 00
Hatfield Point and Tooleton	A. E. Akerley	15	3	12 "	295 00
Hatfield Point and Wickham	A. C. Furlong	19	6	12 "	695 00
Head of Millstream, Millstream and Perry Settlement	W. S. Mason	5 & 11	2 & 3	12 "	220 00
Head of Tide and Railway Sta.	H. C. Gillis	1/16	6	12 "	87 50
Head of Tide and Robinsonville	do	22½	2	12 "	263 00
Hebert and Sweeneyville	D. Richard	4	2	12 "	40 00
Heron Island and New Mills	W. Maxwell	3	1	12 "	36 00
Hillsborough and Lower Cape	C. W. Hawkes	9	6	12 "	320 00
Hillsborough and Railway Station	B. Steeves	1/16	12	12 "	80 00
Hillsborough and Rosevale	H. J. Stevens	13	3	9 " (to Dec. 31, '10).	118 50
do do	W. J. Bazley	13	3	2 " (from ").	39 00
do do	H. J. Stevens	13	3	1 " (from Mar. 1, '11)	17 50
Hillsborough and Steeves Mills	W. E. Jonah	10	2	12 "	124 00
Hillsdale and Mackville	J. Porter	3	1	12 "	30 00
Hillsdale and Sussex	J. Cotter	17	3	9 " (to Dec. 31, '10).	171 00
do do	W. Creighton	17	3	3 " (from ")	75 00
Holderville and Milledgeville	T. L. Martin	17 & 21	6 & 3	12 " & extra trips	785 67
Honeydale and Railway Station	G. F. Beach	20 yds.	12	3 " (from Jan. 1, 11)	5 00
Hopewell, Hopewell Hill and Ry. Station	J. E. Fales	1 & ¼	6 & 12	12 "	150 00
Hopewell Cape and Railway Stn.	W. E. Calhoun	3½	6	12 "	160 00
Hopewell Hill and Memel	R. S. Woodworth	5 & 7	1	12 "	40 00
Hopper and Parkindale	S. D. Hopper	6	2	12 "	70 00
Hopper and Salisbury	A. W. Leeman	18	2	12 "	200 00
Hoyt Station and Juvenile Settlement	D. Hamilton	13 & 17½	2	12 "	129 90
Hoyt Station and Railway Station	A. W. Mersereau	½	12	12 "	70 00
Indian Mountain and Moncton	W. B. Maddison	19	2	12 "	214 00
Irishtown and Le Blancville	W. Sullivan	5	2	12 "	60 00
Irishtown Station and McLaughlin Road	do	1½ 20 & 12	6 & 2	12 "	227 00
Iron Bound Cove and Ry. Siding	W. Lucas	¼	2	12 "	10 00
Iroquois and Railway Siding	G. J. Theriault	⅙	6	12 "	25 00
Jacksonville and Upper Woodstock	N. Jackson	4	6	Season 1910-11	35 00
Jacquet River and McMillan	F. Arseneau	7	2	12 months	52 50
Jemseg and Young's Cove Road	L. D. Ferris	19 & 21	6	12 "	646 44
Johcure, Westmorland Point and Railway Station	C. E. Brownelle.	7 & 1	6 & 12	9 " (to Dec. 30, '10)	256 84
do do	T. Dobson	7 & 1	6 & 12	3 " (from ")	86 25
Johnson Croft and Nerepis Station.	H. Belyea	10	1	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Johnville and South Johnville	A. Feeney	7	3	12 months	134 00
Jordon Mountain and Newtown	James F. Fennell	3	2	3 " (from Jan. 1, '11)	15 60
Jubilee and Railway Station	S. Z. Dickson	½	6	9 " (to Dec. 31, '10)	23 46
do do	Estate of S. Z. Dickson	½	6	3 " (from ")	7 83
Kent Junction and Railway Stn.	J. R. Wood	¼	12	12 "	30 00
Kent Lake and Railway Station	S. Des Roches	1	3	12 "	45 00
Keswick Valley and Mouth of Keswick	S. Bird	2¾	3	12 "	50 00
Kilburn and Kintore	D. Watt	6	3	12 "	100 00
Kilburn and Railway Station	B. Kilburn	⅛	12	12 "	35 00
Kingsclear and Mazerall	H. J. Mazerall	3½	2	11 " (from May 1, '10)	32 08
Kingsclear and New Market	J. McDermott	5	2	12 "	100 00
Kingscroft and Railway Siding	J. Copeland	¼	2	12 "	10 00
Kingston and The Bluffs	J. W. Cosman	4½	3	12 "	78 00
Kirkwood and Railway Station	W. P. Kirk	50 yds.	6	12 "	15 00
Knoxford and Upper Knoxford	R. Langstaff	6	3	12 "	233 07
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 "	36 00
Kouchibouguac and Laketon	E. Flanagan	6	1	12 "	52 00
Konchibouguac and Point Sapin	J. Sullivan	21¼	2	12 "	196 00
Kouchibouguac and Richibucto	W. H. Wathen	12	6	12 "	230 00
Lac Unique and St. Francois de Madawaska	M. Michaud	4	2	12 "	60 00
Lake Baker and Nadeau	A. D. Nadeau	3	3	11 " (from May 1, '10)	62 43
Lake Edward and New Denmark	H. Howlett	2¼	2	12 "	30 00
Lake George and Prince William Station	R. Moody	22	3	12 "	285 00
Lameque and Miscou Light House	J. Brown	27	3	6 " (to Sept. 30, '10)	187 50
do do	A. Bizzeau	27	3	6 " (from ")	190 00
Lemeque and Shippigan	D. E. Savoy	7	6	12 "	208 50
Landry and Upper Pockemouche	L. G. Landry	5	1	12 "	23 00
Laudia and Scotch Settlement	S. Le Blanc	7½	3	12 "	120 00
Lawrence Station and Ry. Station	P. J. Anderson	⅛	12	12 "	52 00
Ledge and St. Stephen	W. Maloney	5	3 & 2	12 "	90 00
Leech and Sheila	P. Leclair	3½	2	12 "	50 00
Lagace Settlement and New Jersey	G. F. McKnight	3	3	12 "	45 00
Legere and Portage River	G. Mauzerall	2	3	12 "	37 50
Leighside and Catching Post	E. Finley	¼	6	2 " (from Feb. 1, '11)	5 00
Lepreaux and New River Mills	F. Dickson	7	3	9 " (to Dec. 31, '10)	56 25
do do	J. Dickson	7	3	3 " from ")	39 00
Lepreaux and Railway Station	H. P. Reynolds	1/16	12	9 " (to Dec. 31, '10)	30 00
Lever and Oak Bay	W. Robiuson	6½	2	12 "	80 00
Limekiln and Stanley	W. Pringle	2	1	12 "	25 00
Lisson and Markhamville	J. McFarlane	4½	1	12 "	29 17
Listerville and River de Chute	S. Bishop	5	2	12 "	39 00
Little Lake and Tracy Station	J. Duplisea	11	2	12 "	120 00
Little Salmon River and Shepody Road	S. H. White	10	1	12 "	50 00
Loggieville and Railway Station	W. R. Edge	1/16	24	12 "	48 88
Long Point and Springfield	L. Urquhart	12	3	12 "	139 00
Lorneville Railway Station Sea View	M. Driscoll	3 & 6½	6 & 3	12 "	225 00
Lower Brighton, Newburg Jct., etc.	G. T. Dickinson	3 & 8	6 & 2	12 "	282 30
Lower Derby and Railway Siding	M. Amos	¼	12	12 "	40 00
Lower Millstream and Parlee Settlement	M. G. Sharpe	5 & 6	2	12 "	90 00
Lower Nappan and Point au Car	A. Campbell	5¾	2	12 "	52 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lower Neguac and Price Settlement	E. Stewart	6½	2	12 months	70 00
Lower Newcastle and Russell Settlement	J. Russell	2	3	12 "	40 00
Lower Turtle Creek and Turtle Creek	M. H. Murray	4	1	12 "	20 00
Ludlow and Railway Station	L. Hovey	⅓	12	12 "	50 00
Lynch and Railway Siding	G. A. Lynch	100 yds.	12	3 " (to June 30, '10.)	10 00
McAdam Jct and Railway Station	J. W. Green	½	as req.	12 "	200 00
McCluskey and Main Post Road	W. N. McCluskey	1	2	12 "	30 00
McDougall and Railway Station	J. A. McDougall	½	12	12 "	50 00
McGivney Jct. and Railway Siding	F. H. McElwee	75 yds.	6	8 " (to Nov. 30, '10).	20 00
do do	A. A. McElwee	150 yds.	12	4 " (from do)	16 67
McKee's Mills and Railway Station	J. McKee	¼	12	12 "	20 00
McKee's Mills and St. Gregorie	D. Le Blanc	2	2	12 "	20 00
McKinleyville and Railway Siding	S. J. Duthie	⅓	6	9 " (to Dec. 31, '10).	37 50
do do	G. McGregor	⅓	6	3 " (from do)	12 50
McLaggan and Railway Siding	C. J. McLaggan	⅕	3	12 "	12 50
McNairn and Maria de Kent	W. Ward	3	2	12 "	41 00
McNamee and Railway Station	W. Wilson	¾	12	12 "	87 50
Malakoff and Scadouc	E. Foster	3½	2	12 "	40 00
Malden and Railway Station	M. Sweeney	1½	6	12 "	66 00
Maltais and Seven Mile Bridge	A. Maltais	4	3	12 "	50 00
Manners Sutton and South Tweedside	T. McFarlane	7½	3	3 " (from Jan. 1, '11)	34 35
Manners Sutton and Tweedside	A. Dorcas	4	3	9 " (to Dec. 31, '10).	56 25
Mannhurst and Petitcodiac	F. P. Mann	8½	2	12 "	135 00
Maplehurst, Upper Kent and Railway Station	B. W. Cox	3 & ½	2 & 6	12 "	130 00
Maplewood and Millville	C. E. Palmer	5	2	9 " (to Dec. 31, '10).	48 00
do do	G. W. Love	5	2	3 " (from do)	16 50
Martins and Railway Station	B. Martin	¼	12	12 "	78 25
Marysville and Railway Station	G. W. Foster	1/16	24	12 "	60 00
Maugerville and Sheffield	H. Upton	8	6	12 "	363 46
Meadows and Railway Station	G. F. Beach	20 yds.	12	9 " (to Dec. 31, '10).	15 00
Meductic and Woodstock	T. Dickinson	12	6	12 "	431 34
Melrose and Railway Station	J. Barry	1½	6	12 "	75 00
Memramcook and Memramcook East	J. F. Richard	2½	2	12 "	45 00
Memramcook and Memramcook West	P. T. Richard	1	6	3 " (to June 30, '10).	14 75
Memramcook and Memramcook	E. A. Gaudet	1	6	9 " (from do)	55 50
Memramcook and Railwey Station	T. D. Melanson	⅕	30	12 "	120 00
Mercer and Norton	G. A. Langell	3¾	1	5 " (to Aug. 31, '10).	8 05
do do	H. J. Robertson	3¾	1	7 " (from do)	14 58
Middle Simmonds and Peel Tank	H. H. Hatfield	1	6	12 "	135 00
Midgic Station and Railway Sta	C. Hicks	40 yds.	6	12 "	10 00
Mill Brook and Narrows	E. L. Hughes	4	2	12 "	52 00
Milledgeville and St. John	S. A. Kirk	4	6	12 "	249 00
Millerton and Railway Station	G. R. Vanderbeck	⅕	12	12 "	60 00
Mill Settlement and Mill Settlement West	K. A. Wooden	2	2	12 "	65 00
Millstream and Mount Hebron	D. Fennell	5	2	12 "	71 76
Milltown and St. Stephen	W. E. McAlona	2	18	12 "	187 50
Millville Railway Station and Temperance Vale	J. Hallett	⅕ & 7½	12 & 3	12 "	180 00
Millville, Springfield and Upper Haynesville	C. Woodland	14 & 16	2	12 "	340 00
Minto and Ripples	D. C. Kennedy	9½	2	12 "	150 00
Minto and Scotch Town	N. Nightingale	21	3	9 " (to Dec. 31, '10).	344 55
do do	J. McDonald	21	3	3 " (from do).	120 90

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Miscou Harbour and Wilsons Point	P. Wilson	6	2 & 1	6 mos. (to Sept. 30, '10).	27 50
do do	J. J. Bandin	6	2 & 1	6 ″ (from do).	45 00
Mispec and St. John	E. Hogan	9	6	12 ″	280 00
Moncton and Stoney Creek	A. J. Steeves	8½	3	3 ″ (to June 30, '10).	49 12
do do	J. H. Gunning	8½	3	9 ″ (from do).	147 38
Moncton, Street Letter and Parcel Boxes Railway Station	G. McKim	1⅛	as req.	12 ″	925 00
Moncton and Upper Coverdale	S. Carson	16	3	12 ″	285 00
Moncton Road and Shediac	R. Bateman	6	3	12 ″	90 00
Moore's Mills and Oak Hill	A. Sinclair	14	3	12 ″	237 35
Moore's Mills and Railway Station.	do	1/16	12	12 ″	75 00
Moorehouse, Upper Blackville and Railway Station	J. C. Davidson	2¼	6	12 ″	80 00
Mount Carmel and St. Lazare	M. F. Martin	7	2	12 ″	60 00
Mount Prospect and Smith Town	J. Hogan	4	2	12 ″	50 00
Mountain Brook and Upper Charlo	W. McIntyre	2	3	12 ″	49 74
Mountain Dale and Snider Mountain	G. H. Keirstead	4	1	12 ″	45 00
Mountain View and Upper Sackville	E. A. Wheaton	3	2	12 ″	44 44
Mountville and Railway Station	W. H. Downey	⅙	12	12 ″	20 00
Mouth of Keswick and Railway Station	H. F. Dunphy	¾	12	12 ″	60 00
Mouth of Keswick and Scotch Lake	C. V. Boyce	12 & 13	3	12 ″	289 50
Mouth of Keswick and Woodstock	M. Moore	60	2 & 3	12 ″	1,176 87
Muniac and Railway Station	J. W. Niles	60 yds.	12	12 ″	20 00
Musquash and Railway Station	G. Reed	¼	6	12 ″	30 00
Nashwaak Bridge and Railway Station	J. T. McBean	¼	12	12 ″	60 00
Nashwaak Village and Railway Station	F. Sheals	1¼	12	12 ″	100 00
Nauwigewauk and Railway Station	W. H. Hill	⅛	12	12 ″	48 00
Negnac and Savoy	S. Savoy	4	2	12 ″	52 00
Nelson Reserve and South Nelson	M. Whalen	6	2	12 ″	67 00
Nerepis Station and Railway Station	M. O. McKenzie	⅛	12	12 ″	25 00
Newburg Junction and Railway Siding	G. T. Dickinson.	⅓	12	12 ″ (and arrears)	170 70
Newcastle and Railway Station	D. Doyle	1	30	12 ″	358 19
Newcastle and Red Bank	C. Ryan	15	3 & 6	12 ″	477 19
Newcastle and Trout Brook	T. C. Mullin	20	1	12 ″	200 00
Newcastle Bridge and Railway Station	K. Yeomans	½	6	6 ″ (to Sept. 30, '10).	10 00
Newcastle Bridge and Railway Station	J. Miller	½	6	6 ″ (from ″).	10 00
Newcastle Centre and Newcastle Creek	J. D. Barton	2	2	12 ″	25 00
New Mills and Railway Station	A. Gaunieux	¼	12	12 ″	60 00
Newtown and Sussex	T. M. Durham	10	4	9 ″ (to Dec. 31, '10).	152 71
do do	T. McElroy	10	4	3 ″ (from ″).	72 50
Newtown and Whites Mountain	Est. M. Hanley.	3	1	12 ″	25 00
Nictau and Plaster Rock	E. Witherley	34	3	12 ″	600 00
Nixon and Turtle Creek	L. A. Wilson	4	2	12 ″	55 00
Nigads and Railway Station	R. F. Doucet	½	12	12 ″	40 00
Northfield and Railway Station	S. McLeod	1½	2	12 ″	15 00
North Head and Seal Cove	W. N. McLean	12	6 & 5	12 ″	287 18
North Renous and Pineville	J. A. Tucker	4	2	12 ″	89 00
North View and Plaster Rock	C. W. Vincent	7	3	12 ″	149 50
Notre Dame and Poirier	J. Gueguen	6	2	12 ″	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Notre Dame and Railway Station..	M. Bourque.....	$\frac{1}{2}$	12	12 months..............	125 00
Oak Bay and Railway Station.	R. W. Wilson...	$\frac{1}{4}$	12	12 „	65 00
Oakham and Railway Station......	J. Hickson......	$\frac{1}{3}$	3	12 „	24 00
Oakland Railway and Stn. Stickney	H. M. Hunter..	$\frac{1}{16}$ & $3\frac{3}{4}$	12 & 2	12 „	63 54
Oakland and Weston..............	S. Porter.	3	3	12 „	101 00
Oakville and Woodstock.	T. F. Troy, Jr..	18 & 11	3	12 „	440 00
Olinville and Round Hill..........	A. Graham......	$18\frac{1}{2}$	3	12 „	230 00
Oromocto and Shirley Settlement..	R. Brennan.....	4	1	12 „	20 00
Oromocto and Upper Gagetown ...	J. Malone......	14	6	12 „	550 00
Oromocto and Waasis Railway Sta,	J. H. Logue....	6	6	12 „	275 00
Oromocto and Woodside...........	F. Goodine......	26	3	12 „	236 16
Orontville and Railway Station....	J. W. Hitchcock	$\frac{1}{16}$	12	12 „	25 00
Ossekeag and Railway Station.....	R. H. Smith....	$\frac{1}{8}$	as req.	12 „	100 00
Paquetville and Petit Paquetville..	J. D. Paulin....	3	3	10 „ (from June 1, '10)	54 17
Painsec and Railway Station......	E. T. Bourquee.	2	2	12 „	45 76
Parents and Railway Station ...	M. Lebel.....	260 yds.	12	12 „	72 50
Passekeag Ry. Station and Sherlock	J McVey.....	$\frac{1}{8}$ & 5	12 & 1	12 „	90 00
Peel and Railway Station..........	E. A. Harmon .	$\frac{1}{19}$	12	12 „	20 00
Pelletiers' Mills and Rocky Brook..	C. Albert,......	$2\frac{1}{2}$	3	12 „	60 00
Peniac and Railway Station.......	C. T. Weade ...	$\frac{1}{2}$	12	12 „	60 00
Pennfield Ridge and Seely's Cove..	J. Bright.......	4	2	3 „ (to June 30, '10).	9 75
do do ..	Julia Bright....	4	2	9 „ (from do)..	60 00
Penobsquis and Railway Station...	S. M. Freeze....	$\frac{1}{2}$	12	12 „	75 00
Penobsquis and Roxburgh........	E. W. McNair..	$22\frac{1}{2}$	2	12 „	158 40
Perry's Point and Reed's Point....	S. T. Lamb.....	$6\frac{1}{2}$	6	12 „	211 46
Perth and Railway Station........	F. W. Craig....	$\frac{1}{3}$	24	12 „	220 00
Perth and Tilley..................	S. Larlee.......	$17\frac{1}{2}$ & 8	3	12 „	232 44
Petitcodiac and Railway Station...	F. P. Mann.....	$\frac{1}{8}$	36	12 „	100 00
Petitcodiac, Elgin and Havelock Railway Station...............	A. H. Robinson	300 yds.	24	12 „	50 00
Petersville Church and South Clones	J. Chittick......	4	3	12 „	78 00
Petit Rocher and Railway Station.	O. Boudreau ...	2	12	12 „ and arrears.....	112 50
Picadilly and Sussex Corner....	E. Brown.......	$3\frac{1}{2}$	2	12 „	30 00
Pigeon Hill and Shippigan	W. Chiasson....	18	3 S. & 2 W.	3 „ (to June 30, '10).	34 83
do do	L. Savoy	18	3 S. & 2 W.	9 „ (from do).	146 25
Pine Ridge and St. Norbert........	L. J. Richard...	$2\frac{1}{2}$	3	12 „	74 00
Plaster Rock and Railway Station.	D. Fraser, Jr...	$\frac{1}{8}$	12	12 „	50 00
Pleasant Point and Railway Sta....	P. J. McMurray	$3\frac{1}{2}$	12	12 „	237 88
Plourd and St. Jacques............	P. Moreault....	3	3	12 „	75 00
Plumweseep and Railway Station..	G. A. Coates....	25 yds.	6	12 „	25 00
Point du Chêne and Railway Sta...	T. McGreth	$\frac{1}{8}$	12	12 „	50 00
Point La Nim and Railway Station	J. Nolan.	1	6	12 „	75 00
Poitras and Powers Creek.........	L. Poitras......	$2\frac{1}{2}$	2	12 „	40 00
Pollett River and Prosser Brook....	T. A. Beaman..	10	3	12 „	175 00
Pollett River and Railway Station.	L. I. Fletcher...	100 yds.	6	12 „	30 30
Port Elgin and Railway Station....	G. Siddall ...	$\frac{1}{4}$	12	12 „	100 16
Port Elgin and Spence............	W. H. Copp....	17 & 15	6	12 „	541 00
Porton and Riceville........	M. Dickinson...	5	2	12 „	60 00
Power's Creek and Railway Station	J. Corbin.......	$\frac{1}{4}$	12	12 „	50 00
Prime and Railway Siding..... ...	P. Theriault....	$\frac{1}{6}$	12	9 „ (from July 1, '10)	37 50
Prince of Wales and Railway Crossing.........................	W. E. Cairns...	$\frac{1}{2}$	6	12 „	31 00
Prince William Station and Railway Stat.on.....................	W. G. Hatch....	$\frac{1}{19}$	12	12 „	125 00
Queenstown and Snell............	A. C. Fox.. ...	$6\frac{1}{2}$	3	12 „	82 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Read and Railway Station	C. H. Allen	2½	6	12 months	109 54
Red Bank and Wayerton	J. McNeill	13	2	12 "	199 00
Red Pine and Railway Station	A. Petrie	25 yds.	6	12 "	20 00
Red Rapids Railway Station, Birch Ridge	C. Robert, Jr.	¼ & 5	3	12 "	125 00
Red Rapids Bridge and Ry. Siding	A. H. Dickison	75 yds.	12	2 " (to May 31, '10)	4 17
do do	G. Cronkite	75 yds.	12	10 " (from ")	20 83
Red Rapids Bridge and Three Brooks	A. McInnes	8	6	12 "	214 58
Reeds Point and Rothesay	G. S. Pettingell.	6	6	12 "	400 00
Rees and Granville Siding	J. W. Colwell	8	3	12 "	90 00
Renons Bridge and Railway Stn	F. H. Jardine	½	12	12 "	40 00
Rexton, Jardineville and Richibucto Village	J. Jardine	1½ & 6	12 & 6	3 " (to June 30, '10)	56 25
do do	J. Conway	1½ & 6	12 & 6	9 " (from ")	281 25
Rexton and Railway Station	J. Jardine	½	12	12 "	75 00
Reynolds and Railway Station	M. Power	200 ft.	3	12 "	35 00
Richibucto and Railway Station	J. C. Vantour	¼	12	12 "	48 00
Richibucto and St. Charles	T. Richard	8	3	12 "	82 50
Richibucto Village and Village La Prairie	J. R. Richard	8½	2	12 "	65 00
Richmond Corners and Woodlawn	P. Fitzpatrick	6	3	12 "	225 00
River Bank and Railway Siding	B. E. Tompkins.	50 ft.	6	12 "	15 00
River Glade and Railway Station	A. E. Jones	⅛	12	12 "	15 00
River Glade and The Glades	B. W. Kay.	4	6	12 "	200 00
River Louison and Railway Station	J. Currie	¾	12	12 "	75 00
River Louison and Sunnyside	R. Brimsacle	7	2	12 "	88 00
Riverside and Railway Station	D. W. Stuart	⅛	12	3 " (to June 30, '10)	20 00
do do	J. Robinson	⅛	12	9 " (from ")	70 42
Robertson's Point and Whites Cove	T. B. Titus.	3	3	2 " (to May 31, '10)	6 48
Robertville and Wyers Brook	D. J. Wyers	4	2	12 "	52 00
Robertville and Railway Station	J. J. Degrace	3¾	3	12 "	203 45
Robichaud and Upper Abougogin	F. Robichand	15 & 10	2	12 "	291 00
Rockland, Upper Dorchester and Railway Station	P. Sutherland	⅙ & 4¾	6 & 12	12 "	433 00
Rogersville, Railway Station and Marcelville	F. Richard	9 & 1⅙	2 & 24	12 "	206 00
Rogersville and Rosaireville	D. D. Goguen	10	2	6 " (to Sept. 30, '10)	60 00
do do	A. Vantour.	10	2	6 " (from ")	60 00
Rogersville and St. Augustine	D. E Aucoin	4	1	12 "	33 00
Rogersville and Village St. Pierre	S. J. Arseneau	4½	2	12 "	55 00
Rolling Dam Station, Railway Station and Sorrell Ridge	H. Toal	1/16, 16	12 & 6	12 "	227 00
Rossebank and Six Roads	M. Robichaud	4	2	6 " (to Sept. 30, '10)	25 00
Rosebank and Upper St. Rose.	A. Kenny		2perW	Special trips	4 00
Rosedale and Upper Woodstock	F. B. Hamilton.	7½ & 4½	3	12 months	145 00
Rothesay and Railway Station	J. R. Robertson.	50 yds.	30	6 " (to Sept. 30, '10)	37 50
do do	J. Kennedy.	¼	30	6 " (from ")	69 50
Rothesay and Wells	J. B. Carpenter	13 & 6	2	12 "	150 00
Round Hill and Speights Corner	A. F. Speight	8	2	12 "	50 00
Rusagornis and Waasis Ry. Station	A. Grass .	3	3	12 "	70 00
Rusagornis Station and Ry. Station	A. Mott	⅙	12	12 "	15 00
St. Almo and Railway Siding	L. Reid	1/16	3	12 "	50 00
St. Andrews and Railway Station.	J. Stoir	½	as req.	12 "	156 40
Ste Anne de Kent and St. Gabriel de Kent	P. C. Le Blanc.	5	2	12 "	40 00
Ste Anne de Madawaska and Railway Station	J. E. Martin	100 yds.	12	12 "	20 00
St. Anthony and Railwry Station	T. Langis	½	12	12 "	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of trips per week.	Period.	Amount.
					$ cts.
St. Anthony, Puellering and Renauds Mills	L. J. Le Blanc	7½ & 2½	2	12 months	60 00
St. Bazil and Railway Station	P. Clavet	¼	12	3 " (from Jan. 1, '10)	20 00
St. Croix and Railway Station	M. J. Tracey	1	6	12 "	72 00
St. George and Railway Station	G. McGee	1	12	12 "	100 00
St. Isidore and Tracadie	A. Chiasson	11	3	12 "	100 00
St. John-Special Christmas delivery	E. Hogan				50 00
St. John-Conveyance of Letter Carriers	St. John Ry. Co.			Special Christmas service	3 24
St. John—Conveyance of Letter Carriers	St. John Ry. Co.	15½	as req.	12 months	650 00
St. John and Railway Station	E. Hogan	½	as req.	12 "	1,950 00
St. John and Railway Station, N. B. & S.	R. McCrossin	½	D'l'y	12 "	306 72
St. John, St. John West and Street Letter Boxes	T. C. Smith	1	30	6 " (to Sept. 30, '10)	134 38
do do	I. E. Smith	4	as req.	6 " (from ")	267 50
St. John and St. John West Ferry	City St. John				25 20
St. John and St. Martins	H. Nugent	30	6	12 "	794 00
St. John and Sand Point Road	D. Peacock	3	3	12 "	40 00
St. John Street Letter and Parcel Boxes and Indiantown	E. Hogan	8,6,4,3,2	37	12 "	821 00
St. Leonard Station and Railway Station	D.O. Bourgoin	¼	12	12 "	36 00
St. Leonard's Station and Van Buren, (Me)	do	1	6	12 " (extra trips)	92 75
St. Martins and Salmon River	J. C. Boyer	9½	6	12 "	310 00
St. Martins and Wood Lake	R. Hosford	6	1	12 "	30 30
St. Stephen and Calais, (U.S.)	W.E.McAlona	1	12	12 "	150 00
St. Stephen and Railway Station	do	⅛	24	12 "	250 40
St. Stephen and N. B. and St. John Railway Station	J. E. Green	⅛	12	12 "	114 80
St. Thomas and Wilmot	J. H. McInnis	3	3	12 "	63 00
Sackville and Railway Station	A. W. Dixon	1	48	12 "	533 33
Sackville and Second Westcock	J. Amos	8	1	3 " (15 days to July 15, 1910)	13 12
Sackville and Upper Sackville	B. C. Wheaton	5	6	3 " (to June 30, '10)	50 00
do do	E. A. Wheaton	5	6	9 " (from do)	150 00
Sackville and Wood Point	M. Goodwin	5 & 7	6 & 6	12 "	342 54
Sackville—Transfer of Mails	J. W. Dickon			Special trips	5 00
Salisbury and Railway Station	G.W.Gaynor	⅓	24	12 months	150 24
Salmondale and Railway Station	W. D. Patterson	½	3	12 "	41 00
Salt Springs and Titusville	J. A. Robertson	6	2	12 "	90 00
Scotch Settlement and Railway Station	D. McKinnon	½	6	12 "	25 00
Scotts Siding and Catching Post	H Dow	⅓	4	2 " (from Feb. 1, '11)	6 67
Seal Cove and Wood Island	P. Green	2½	2 & 3	12 "	120 00
Sea Side and Railway Station	S. Laughlan	¼	6	12 "	40 79
Sheba and Starkeys	J. K. Johnston	6	3	10 " (from June 1, '10)	71 67
Shediac and Railway Station	J. D. Weldon	⅛	48	12 "	96 00
Shediac Bridge and Shediac Island	A. F. Fougere	2	1	12 "	40 00
Shediac Bridge and Shediac Road	P. Babineau	2½	1	2 " (to May 31, '10)	4 17
Shediac Road and Railway Station	J. Walker	1¼	3	12 "	47 00
Shepody Road and Waterford	O. Sears	12½	1	12 "	85 00
Shinnickburn and Upper Blackville	C. Donald	7 & 8	2	12 "	95 67
Shippigan and Shippigan Gully	C. B. Ronselle	4	2	12 "	40 00
Siegas and Railway Station	M. Lynch	¼	12	12 "	60 00
Silver Beach and Railway Station	A. Green	⅛	4	12 "	24 00
Six Roads and Upper Ste. Rose	P. Boudreau	6½	2	6 " (from Oct. 1, '10)	9 74

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sonier and Tracadie...	J. C. Sonier....	4	3	12 months....	52 00
South Bay and Railway Station....	A. Long	100 yds.	12	12 "	16 00
South Nelson and Railway Station.	A. Corrigan....	$\frac{1}{5}$	18	12 "	80 00
South Newbridge and Woodstock..	A. R. Murphy..	5	1	1 " (from Mar. 1,'11)	2 38
South Tweedside and Tweedside...	T. McFarland ..	$3\frac{1}{2}$	3	9 " (to Dec. 31. '10)	46 80
Spruce Lake and Railway Crossing.	G. E. Jones... .	$\frac{1}{2}$	6	12 "	30 00
Stanley and Railway Station.	W. Waugh.....	6	6	12 "	165 00
Stanley and Tay Falls............	L. Stone	$5\frac{3}{4}$	2	12 "	60 00
Stanley and Woodlands..	M. Reardon....	17	2	12 "	133 00
Stone Ridge and Railway Station..	D. J. Estey.....	$\frac{1}{4}$	12	12 "	20 00
Sussex and Railway Station..	J.A.Davidson ..	$\frac{1}{8}$	48	1 " (to Apr. 30, '10)	11 11
do do	H. Cunnigham..	$\frac{1}{8}$	48	11 " (from do)	122 20
Sutton and Railway Station..	M. Bonnell.....	$\frac{1}{5}$	12	12 "	20 00
Tankville and Railway Siding.....	B. Steeves......	$\frac{1}{8}$	2	12 "	25 00
Tapley's Mills and Railway Crossing.....	M. Murray.....	$\frac{1}{8}$	4	12 "	35 00
Taymouth and Railway Station....	W. Munroe.....	$\frac{1}{16}$	12	12 "	50 00
Taymouth and Zionville...........	F. A. Cass......	5	2	3 " (from Jan. 1,'11)	23 40
Temperance Vale and West Waterville..........................	I. Pike	$10\frac{1}{4}$	2	12 "	120 00
Tobique River and Railway Siding.	D. Curry........	$\frac{1}{16}$	3	12 "	20 00
Torryburn and Railway Station....	W.E.Newcomb..	100 yds.	12	9 " (from July 1,'10)	18 75
Tracey Station and Railway Station	O. Tracey	$\frac{1}{16}$	12	12 "	41 67
Tracey Station and Traceyville....	A.O. Tracey....	4	1	12 "	24 00
Turgeon and Railway Station .. .	H. G. Poirier...	1	12	12 "	90 00
Turtle Creek and Railway Station..	V. C. Ricker....	$\frac{1}{4}$	12	12 "	62 40
Underhill and Railway Station....	W.T.Underhill..	$\frac{1}{16}$	12	12 "	20 00
Upper Brighton and Railway Station......	J. A. Pearson ..	$\frac{1}{16}$	6	12 "	15 00
Upper Cape and Railway Station..	C. S. Raworth..	3	6	12 "	122 08
Upper Charlo and Railway Siding.	W. Craig.......	$\frac{1}{4}$	12	12 "	75 00
Upper Derby and Railway Siding..	F. Parks.	$\frac{1}{8}$	12	12 "	40 00
Upper Kent and Railway Station..	G. B. Hillman..	$\frac{1}{8}$	6	12 "	35 00
Upper Keswick and Railway Station	C. W. Estey....	$\frac{1}{4}$	12	12 "	40 00
Upper St. Bazile and Railway Stn.	P. Clavett......	$\frac{1}{4}$	12	9 " (to Dec. 31, '10).	60 00
Upper Woodstock and Catching Post...	R. Jackson.	$\frac{1}{4}$	12	8 " and 12 days (from July 20, '10) .	45 51
Utopia and Railway Station.......	D. Spinney.	$\frac{1}{4}$	3	12 "	43 76
Walkers Settlement and Waterford	J. Robinson	3	1	12 "	24 38
Wapske and Railway Siding.......	A. E. Vessey....	220 yds.	6	12 "	35 00
Washadamoak and Railway Siding	J. Hetherington	52 yds.	6	12 "	25 00
Waterside and Railway Station....	R. White. . ..	15 & 13	6	12 " and extra trips..	657 96
Waweig and Railway Crossing...	W. E. Armstrong	$\frac{3}{4}$	12	12 "	160 00
Welsford and Railway Station.....	H. Johnston....	$\frac{1}{4}$	15	12 "	120 00
Westfield and Railway Station	L. Lingley......	1	12 & 12	12 "	175 00
Westfield Centre and Railway Stn.	R. T. Ballentine	$\frac{1}{16}$	12	12 "	40 00
Williamstown and Woodstock......	A. Gilman......	17 & 15	6	12 "	900 00
Wilson's Beach and Wharf.......	H. G. Babcock..	$\frac{1}{3}$	2	12 "	78 00
Woodstock and Railway Station. ..	T. Baker........	$\frac{1}{8}$	36	12 "	247 49
Woodstock and Street Letter Boxes	C. D. Johnston..	$2\frac{5}{8}$	12	12 "	108 00
Woodstock and Woodstock Road Station..................	T. Baker.	10	6	12 "	500 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Young's Cove Road and Railway Station	L. D. Ferris	50 yds.	6	12 months	25 00
Zealand Station and Railway Stn.	D. Jewett	$\frac{1}{4}$	6	12 "	30 00
Taking charge of Mails on					
Chatham Branch Railway	R. Dunbar			12 "	25 00
At Dalhousie Station	Intercolonial Ry			12 "	25 00
" Fredericton Junction	A. L. Nutter			12 "	60 00
" Norton Station	W. H. Baxter			12 "	105 00
" Pointe du Chene	J. T. White			Season 1910	41 82
				Total	97,689 58
Less amount withdrawn from the Guarantee Fund					108 65
					97,580 93

APPENDIX B—*Continued.*

QUEBEC POSTAL DIVISION.

Details of all payments for Mail Transportation in Quebec Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Adstock and Robertsonville	L. Dubreuil	9	6	12 months	348 00
Agnes and Railway Station (C.P.)	J. Beauchêne	¼	18	12 〃	56 34
do do (Q.C.)	do	1¾	12	12 〃	112 68
Agnes and Woburn	L. Lavigne	18	3	Part of seasons 1909-10 and 1910-11	246 25
Alain and Railway Station	J. Alain	100 yds.	6	12 months	40 00
Albanel and Doucet	P. Doucet	7	2	12 〃	88 75
Albanel and Normandin	Z. Lavoie	7	3	12 〃	117 00
Albertine and Railway Station	F. J. Albert	100 yds.	12	12 〃	120 00
Allard and Nouvelle Railway Stn.	J. Keays, Jr	2	6	12 〃	60 00
Allen's Mills and Railway Station	M. McK. Vir	100 yds.	6	12 〃	62 60
Almaville and Shawenegan Falls	J. Veilleux	1	6	12 〃	127 50
Amqui and Couturval	J. O. Coutour	5	2	12 〃	60 00
Amqui and Railway Station	L. A. Pouliot	100 yds.	12	12 〃	60 00
Amqui and St. Leon le Grand	P. Levesque	7	3 & 6	12 〃	298 75
Ancienne Lorette and Champigny	I. N. Drolet	1	6	12 〃	50 00
Ancienne Lorette, Quebec and Les Grands Deserts	O. Cloutier	11 & 3⅓	6 & 3	12 〃	420 00
Argentine and Mistassini	E. Laforest	8¾	2	12 〃	90 00
Armagh and Marceauville	P. Langlois	3	6	12 〃	120 00
Armagh and St. Philemon	C. Noel	9	6	12 〃	238 00
Armagh and St. Raphael East	J. Roy	12	6	12 〃	350 00
Armand and Railway Station	A. Patoine & I. deBel	¾	12	12 〃	140 00
Armstrong and St. Theophile	J. Richard	2¼	6	12 〃	100 00
Arthabaska and North Ham	E. Deneault	22	6	12 〃	598 00
Arthabaska and Railway Stn (G.T.)	P. Bergeron	2½	6	12 〃	78 00
do do	do	2½	24	12 〃	176 00
Asbestos and Danville	M. Lupin	3	6	12 〃	100 00
Ashnapmouchouan and Condé	A. Fraser	3	2	12 〃	50 00
Ashnapmouchouan and St. Prime	X. Fradet	4	2	12 〃	70 00
Assametgaughan and Railway Stn.	M. L. Routhier	250 yds.	6	12 〃	30 00
Aston Junction and Railway Station	A. Vigneault	15 yds.	as req.	12 〃	50 00
Atlante and Lorette	J. Daigle	4½	3	12 〃	75 00
Auberiverie and St. David de Levis	P. Begin	¼	2	6 〃 (to Oct. 1, '10).	17 50
Audet and Ferry	J. Cote	3¾	6	12 〃	250 00
Auvergne and Portneuf Station	L. Gignac	11½	6	12 〃	224 00
Avignon and Matapedia	J. Poirier	7	6	12 〃	250 00
Avignon and St. Francois d'Assises	do	8	3	9 〃 (to Dec. 31, '10)	108 75
do do	do	6½	3	3 〃 (from 〃	27 19
Avignon and L'Immaculée Conception	do	6	3	12 〃	95 00
Avon and New Ireland	A. Pelletier	1	3	12 〃	40 00
Bagotville and Grande Baie	M. Filion	3	as req.	Season 1910	70 80
Bagotville and Wharf	T. Fortier	⅓	〃	〃	22 00
Baie de la Trinité and Cariboo Islands	P. Z. Comeau	7½	6	〃	130 50
Baie de la Trinité and Pointe des Monts	J. A. Fafard	8½	as req.	〃	124 00
Baie St. Paul and Clairvaux de Charlevoix	E. Boivin	7½	3	6 months (to Sept. 30, '10)	45 00
do do	M. Coté	7½	3	6 〃 (from 〃).	46 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baie St. Paul and Isle aux Coudres	E. Dufour	9	3	12 months	325 00
Baie St. Paul and La Petite Rivière St. Francois	O. Tremblay	15	6	12 "	300 00
Baie St. Paul and Murray Bay	E. Bouchard	30	6	12 " (less fines)	1,364 00
Baie St. Paul and St. Tite des Caps	J. Tremblay	27	6	12 " "	1,297 75
Baie St. Paul and St. Urbain de Charlevoix	S. Ouellet	9	6	12 "	298 00
Baie St. Paul and Wharf	E. Condé	3	as req.	Season 1910	113 04
Baillargeon and Craigs Road Station	D. P. Huot	3	3	12 months	100 00
Baker Brook and Railway Station	A. McLean	100 yds.	12	12 "	150 00
Barachois de Malbay and Bridgeville	F. H. Hodgins	3	6	12 "	150 00
Barachois de Malbay and Gaspé	M. J. Furlong	26 & 32	6	12 " & extra trips (less fines)	3,349 50
Barachois de Malbay and Percé	M. G. Furlong	10	6	12 " "	2,385 25
Barachois de Malbay and Vauquelin	F. Blondin	6	2	6 " (to Sept. 30, '10)	49 75
do do	M. Thompson	6	2	6 " (from ").	50 00
Barville and St. Albert	W. Boisvert	4	3	12 "	83 00
Batiscan and Railway Station	J. P. Laguerre	1¼	18	12 "	125 00
Batiscan and St. Pierre les Becquets	O. Demoras	3	12 S. & 6 W.	6 " (to Sept. 30, '10)	204 00
do do	O. Beauchesne	3	12 S. & 6 W.	6 " (from ").	204 00
Beauce Junction and Railway Stn.	V. Bolodeau	64 yds.	36	12 "	90 00
Beauce Junction and Saints Anges	E. Fontaine	4½	6	12 "	248 12
Beauceville East and Mathieu	J. Grégoire	5	2	12 "	104 00
Beauceville East and Rivière des Plantes	A. Plante	3½	3	12 "	99 00
Beauceville West and Railway Stn.	P. Latulippe	⅝	30	12 "	150 00
Beaudoin and St. Ferdinand	P. L. Belanger	5	2	12 "	74 00
Beaulieu and Ste. Famille	P. Pichette	12	6	12 "	489 00
Beaumont and St. Joseph de Levis	T. H. Vien	6½	6	12 "	425 00
Beauport and Beauport East	J. Giroux	1¼	6	12 "	73 75
Beauport and Laval	W. Brown	13½	6	12 "	225 00
Beaupré, St. Feréoland Riviéres des Roches	M. Giguére	9	6	12 "	178 75
Beauséjour and Rimouski	J. Galguou	4	6	12 "	150 00
Bécancour and St. Gertrude	N. Dorion	10½	6	12 "	300 00
Bécancour and St. Grégoire	J. Leduc	9	6	5 " (and 6 days to Sept. 6, '10)	125 30
do do	A. Levesque	9	6	6 " (and 24 days from Sept. 6, '10)	164 70
Belair and Railway Station	J. Côté	1	2	11 " (from May 1, '10)	99 00
Bennett and Maple Grove	R. Bennett	4½	3	12 "	120 00
Bergerville and Quebec	J. Trudel	3	6	12 "	90 00
Bergerville and Sillery	G. Remillard	1	12	3 " (to June 30, '10).	18 75
do do	G. Demers	1	12	9 " (from ").	67 50
Bernadette and St. Nicolas	J. E. Flammand	3½	3	3 " (to June 30, '10).	13 50
do do	A. Olivier	3½	3	9 " (from ").	67 50
Bersimis and Pointe aux Outardes	D. Malouin			Season 1910	56 00
Bersimis and Pointe des Monts	D. Miller	99	10	"	1,269 55
Bersimis, Rimouski and Hamilton Cove	I. St. Pierre	28 & 35	2 & 1	6 mos. (from Oct. 1, '10).	700 00
Berthelot and St. Francois d'Orleans	F. X. Lepage	3½	4	12 "	85 00
Berthier (En Bas) and Railway Station	J. Blais	2½	18	12 "	105 00
Bic and Railway Station	J. Gagnon	200 yds.	26 & 21	12 "	209 64
Bic and St. Valerien de Rimouski	C. Simon	3½	6	12 "	98 00
Bishops Crossing, Dudswell Centre and Railway Station	C. A. Downes	2 m. & 125 yds.	6 & 24	12 "	325 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Black Cape and Querry	T. LeBlanc.	4½	3	12 months	60	00
Black Cape and Railway Station	H. M. Johnston	1	12	12 "	90	77
Black Lake and Railway Station	A. E. Hudon	100 yds.	25	12 "	122	83
Black Lake and Richardville	L. Ronleau	7	6	9 " (to Dec. 31, '10).	217	50
Black Lake and St. Désiré du Lac Noir	J. R. Ouellet	½	6	12 "	40	00
Black Lake and St. Ferdinand	D. Vaillancourt.	15¼	6	12 "	474	00
Blaisville and Railway Station	J. A. Ross	⅓	38	12 "	128	98
Blanchet and St. Lambert de Levis	C. Dussault	¾	12	12 "	55	00
Blandford and Bourbon	N. Bazin	6	2	12 "	75	00
Blandford and Goupil	E. Goupille	4½	2	12 "	50	00
Blandford and Stanfold	A. Désprés	9½	6	12 "	194	75
Blouin and D'Artagnan	F. Kirouac	3	3	12 "	60	00
Boissonnault and Ste. Agathede Lotbiniére	O. Boissonneault	4	3	12 "	75	00
Boivin and St. Elzear Beauce	N. Langlois	4	2	12 "	65	00
Bolduc and St. George Station	A. Tanguay	13½	6	12 "	278	00
Bolduc and St. Gideon de Beauce	do	8	6	12 " Less fine	177	00
Bonaventure East and Catch Post	E. Bourdages.	1	6	12 "	75	75
Bonaventure Island and Percee	G. Aubert	3	3 & 1	12 "	125	00
do do	do			Compensation for loss of boat	12	00
do do	I. Lemieux			" "	20	00
Bonaventure River and Railway Station	S. Bernard	1½	12	12 months less fine	223	75
Bonaventure River and Thiviérgé	C. Forest	3½	3	12 "	74	00
Bordeleau and Railway Station, C. N.	A. Doré	3	6	11 " (from May 1, '10)	192	50
Bougainville and St. George de Malbaie.	J. Lepage	2¼	2	12 "	50	00
Bourg Louis and Railway Station	J. Gray	3	6	12 "	78	48
Bourg Royal and Charlesbourg	P. F. Villeneuve	1½	3	3 " (from Jan. 1, '11)	11	25
Bracken and Inverness	T. McK. Hogge.	6	3	12 "	202	00
Breakeyville and Railway Station, G. T.	G. Breakey.	3½	6	12 "	150	00
Breaults Mills and Railway Station	E. Richer	180 ft.	12	12 "	25	00
Broadlands and Catch Post	M. Adams	100 yds.	6	12 "	30	00
Broadlands and Kempt Road Hill	J. Jamieson	5	2	12 "	52	00
Broughton Station and Railway Station	A. Fortier	150 yds.	24	12 "	100	00
Broughton Station and West Broughton	L. Gingras.	6½	6	12 "	108	00
Brownleigh Place and Kingsey Falls	J. Brown.	3	4	12 "	89	00
Buckland and St. Damien de Buckland	C. Fortier	9	6	12 "	350	00
Bulstrode Station and Railway Station	J. N. Blanchet.	200 yds.	12	12 "	65	00
Bureau du Moulin and Morin	A. Langlois	3	3	12 "	55	00
Bureau du Moulin and Railway Station	F. Lessard	200 yds.	12	12 "	25	00
Cabano and Railway Station	C. Pelletier	1¼	12	12 "	150	00
Cabano and Viel	J. Viel	16½	6	7 " (from Sept. 1,'10)	72	92
Cacouna and Cacouna South	A. Levesque	2	6	Season 1910	40	00
Cacouna and Railway Station	T. Rioux	2½	21	12 mos.	143	21
Campbellton and Cross Point	J. E. Olscamp.	1	6	Part of Season 1910	18	50
do do	J. L. MacDonald	1	6	Balance of Season 1910	72	00
Campbell's Corner and Inverness	J. B. Campbell.	2	6	12 mos.	76	25
Candiac and Ste. Foye	P. Martel	4	12	2 " (to May 31, '10).	29	49
do do	G. Germain	4	12	10 " (from ").	431	49

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cante and St. Louis Station..	F. Lévêque.....	½	13	6 mos. (to Sept. 30, '10).	30 00
Canton Taché and St. Louis Nazaire	A. Villeneuve...	3	3	12 "	60 00
Cape Cove and Cape d'Espoir......	J. W. Scott.....	1½	2	Season 1910	35 00
Cap à L'Aigle and Pointé au Pic...	E. A. Desbiens..	6	1	Season 1910............	15 60
do do ...	M. L. Trudel....	....	......	Special trips............	10 50
Cap Laurentides and Railway Station........	N. B. Coulombe.	20 yds.	6	12 mos.	10 00
Caplin River and Railway Station.	A. Audet..	1	12	3 " (to June 30, '10).	37 50
do do	A. Bourdages...	1	12	9 " (from ").	74 62
Caplin River and St. Alphonse de Câplin.........................	A. Landry......	8½	6 & 3	12 "	324 25
Cap Madeleine and Trois Rivières..	H. Vaillancourt.	5	6	....	185 00
Cap Rouge and Quebec............	J. Trudel......	9	6	12 " Less fine.	173 00
Cap Santé and Les Ecureuils	I. Godin........	4½	6	1 month (to April 30,'10)	16 32
Cape Santé and Portneuf	S. Briere........	5	12 & 6	6 " (from Sept. 30,'10) and special trips.....	77 34
Cap Santé and Railway Station....	do	¼	12& 18	11 mos. (from May 1,'10).	194 50
Cap St. Ignace and Railway Stn...	T. Guimond....	⅜	18	9 " (to Dec. 31, '10)..	67 50
do do ...	J. W. Simoneau.	⅝	18	3 " (from ")..	22 50
Cap St. Ignace Station and Du Gueselin.	D. Bernier	15	3	12 "	312 00
Carleton Capes, New Richmond, Dalhousie, &c..	N. Leblanc....	....	......	Special trips............	55 02
Carleton Centre and Railway Stn..	do	2¼	12	12 months....	161 00
Caron Brook and Railway Station..	V. Labrie......	200 ft.	12	12 "	70 00
Carrier and Pintendre......	J. Carrier	2	6	6 " (from Oct. 1, '10).	46 00
Carrier and Railway Station..	O. Vallières....	¼	18	6 " (from ").	52 50
Carrier and St. David de Lévis....	P. Begin.	1¼	2	6 " (to Sept. 30, '10) .	17 50
Casault and Railway Station......	J. Ouellet	2	3	12 "	40 00
Castlebar and Danville	E. J. Connolly..	6	6	12 "	240 00
Causapscal and Railway Station...	J. Bouchard....	1 1/16	12	12 "	85 00
Cedar Hall and Railway Station...	C. Rousseau....	¼	12	12 "	61 53
Cedar Hall and Wallace Mills.....	P. Therriault...	5	2	12 "	50 00
Chambord and Railway Station....	A. Gauthier....	1	1,2&14	12 "	157 68
Champigny and D'Ailleboust......	T. Gauvin.	3	3	12 "	80 00
Champigny and Railway Station...	I. N. Drolet....	1	6	12 "	36 00
Champlain and Railway Station...	H. Lamothe ...	1½	18	12 "	88 50
Charlesbourg and Railway Station.	G. Berthiaume..	1	17&12	12 "	311 05
Charlesbourg and Rivière Jaune...	A. Bureau.....	5¾	2	12 "	90 00
Charlesbourg West and Railway Station.........................	F. Jobin.	200 yds.	18	12 "	50 00
Charney and Railway Station......	J. M. Lemieux .	300 yds.	24	12 "	50 00
Chaudière Basin and St. Romuald d'Etchemin.....	A. Couture.....	3	6	12 "	150 00
Chaudière Curve and Railway Stn.	J. E. Routhier..	50 yds.	24	12 "	80 00
Chaudière Station and Railway Stn	C. F. Coleman..	300 yds.	12	12 "	60 00
Chaumont and St. Agapit..........	A. Paquet......	3	3	12 "	44 00
Chemin Taché, St. François Xavier de Viger and Viger.............	J. Duret........	6 & 12	6 & 2	12 "	285 00
Chevrefils and Wotton..	L. Breault	2	6	12 "	75 00
Chicoutimi and Chicoutimi West ..	E. Belley.......	1¼	14	12 "	254 50
Chicoutimi and Grande Baie......	A. Gagné......	13	6	12 "	607 00
Chicoutimi and Laterrière..... ...	L. Maltais......	9½	6	12 "	279 00
Chicoutimi and Railway Station...	T. Desbiens.....	8	15	12 "	213 00
Chicoutimi and Rivière du Moulin	T. Villeneuve ..	¾	as req.	12 "	20 80
Chicoutimi and Tremblay........	L. Boucher.....	2½	13	12 "	249 00
Chicoutimi and Wharf.	T. Desbiens....	⅛	as req.	Season, 1910	53 50
Chlorydormes and Fox River	A. Dugas......	30	3	12 months........	875 00
Chlorydormes and Petite Madeleine	M. Richard.....	26	3	12 "	1,000 00
Choquette and Montmagny........	A. Marois . .	4	3	12 "	75 00
Chrysotile and Coleraine Station...	J. Philippon....	5	6	Arrears, 1910...........	8 33
Chûte Panet and St. Raymond....	H. Plamondon..	3	6	12 "	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Chûte Peribonca and Taillon	L. Néron	7	3	12 months	150 00
Chûte Shipshaw and Shipshaw	P. Dufour	4	3	12 "	93 60
Clair and Railway Station	J. Long	610 ft.	12	12 "	58 00
Clapham and Hill Crest	R. Kerr	3½	2	12 "	35 00
Clapham and Inverness	W. E. McCrea.	13½	3	12 "	254 28
Clapham and Jamieson	S. R. Forbes	2	3	12 "	75 00
Clapperton and M. Catch Post	A. Landry	75 yds.	12	12 "	25 00
Clarke City and Denonville	L. Therriault	4	as req.	Season, 1910	40 00
Clarke City and Moisie	J. Gamache			Special service	9 17
Colbert and St. Raymond	C. Paré	3	2	12 months	52 00
Coleraine Station and Railway Stn.	J. Roberge	126 yds.	12	12 "	90 00
Coleraine Station and Wolfstown	D. Beaudoin	9	6	12 "	282 60
Connor and Railway Station	P. Boucher	⅛	12	12 "	31 00
Copperfield and West Broughton	P. Landry	2½	3	12 "	49 00
Corris and Railway Station	J. U. Messier	100 ft.	12	12 "	50 00
Corteréal and Fontenelle	T. Bouchard	3¼	3	12 "	70 00
Côtés Mills and St. Fortunat	L. Lemay	2½	3	12 "	49 00
Craig's Road Station and Railway Station	N. Fournier	10 yds.	12	12 "	21 00
Crockett and Railway Station	D. Cyr	50 yds.	6	12 "	50 00
Culdaff and St. Joseph de Beauce	R. Gilbert	14	6	12 "	670 00
Cumberland Mills and Railway Stn	T. J Taylor	½	3	9 " (from July 1, '10).	52 50
Cumberland Mills and Taschereau.	do	8	1	3 " (to June 30, '10)	13 75
Danville and Pinnacle.	M. Beauchesne	7	3	12 "	100 00
Danville and Railway Station	E. J. Connolly	⅓	30	12 "	100 00
Danville and St. Camille	J. E. Connolly	17	6	12 "	380 00
D'Artaguan and St. Henri de Levis	V. Bolduc	1	6	12 "	90 00
Davelnyville and Railway Station	A. Duvelny	½	19	3 " (to June 30, '10)	38 19
do do	L. Hamel.	½	14 & 19	9 " (from "	62 83
Delagrave and St. Pierre Station	P. Letourneau	¼	12	12 "	30 00
Delamare and St. Anastasia	L. Jeffrey	4	3	16 days (from Mar. 16, '11)	7 12
Delisle and St. Joseph d'Alma	E. Renaud	12⅛	6	4 months (to July 31, '10)	108 97
Delisle and Taillon	F. Larouche	12	6	4 " (to July 31, '10)	83 51
Demers and St. Giles	J. Demers	2½	3	12 "	62 80
Demeules and St. Filicien	P. Jalbert	2	6	9 " (to Dec. 31, '10)	67 50
do do	G. Perreault	2	6	3 " (from do)	21 25
Denison's Mills and Richmond	N. Ward	8	6	12 "	296 00
Dequen and Railway Station	T. Ménard	1	12-14	12 "	131 41
Deschaillon and Railway Station	N. Robitaille	¾	12	12 "	100 00
Deschaillons and Ste. Emelie de Lotbinière	F. Perusse	5⅞	6	12 "	158 00
Deschaillon and St. Pierre les Becquets	R. Lafleur	6	6	12 "	150 00
Deschambault and Railway Station	A. Perreault	2½	18	12 "	81 25
Dimocks Creek and Maria.	A. Cormier.	5	6	12 "	195 00
D'Israeli and Railway Station	J. D. Adam	120 yds.	24&2[illegible]	12 "	98 28
D'Israeli and St. Fortunat	L. Lemay	13	6	12 "	300 00
Dolbeau and Quai Quai Dolbeau	J. Brisson	11	1	12 "	50 00
Doreil and St. Simeon	A. Garneau	1¼	2 & 3	12 "	75 00
Douglastown and Douglas West	C. Rooney	2⅓	2	2 " (to May 31, '10)	4 67
do do	D. Beaudin	2⅓	2	10 " (from do)	23 33
Dudswell Junction and Railway Station	L. Beaumont	41 yds.	24	12 "	50 00
East Angus and South Dudswell	S. P. Orr.	5¼	6	3 " (from Jan. '1, 11)	62 50
East Broughton & Railway Station.	F. Drouin	1⅓	21	12 "	180 00
East Magdale and Ste. Anastasie	L. Jeffrey	5¼ & 4	2 & 3	11 " 15 d. to Mar. 15 '11	168 90
Edmundston and Railway Station	F. Hebert	¾	12	12 "	80 00
Elgin Road and Railway Station	S. Duval	1	3 & 6	12 "	59 45
Erle and St. Adolphe de Dudswell	J. Ouellette	4	6	12 "	268 00
Escourt and St. Eleuthere.	A. Levasseur	4	2	12 "	78 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Escuminac and Fleurant	D. Campbell	8	2	12 months	84 50
Escuminac and Mail Catch Post	D. Glover	85 yds.	12	12 "	68 00
Excmninac Flats & Railyay Station	S. Pike, sr	$\frac{3}{4}$	6	12 "	100 16
Esquimaux Point and Moisic	G. Flowers	121	10	Season 1910	766 00
Esquimaux Point and Natashquan	U. Cormier	100	8	" " 1910-11	250 00
Father Point and Railway Station	A. Lavoie	$2\frac{3}{4}$	12	12 months	190 00
Faurel and Catch Post	G. Marsh	1	6	9 mos. & 16 d. to Jan. 16 '31	55 21
do do	A. Starnes	2	6	15 " (from do)	24 66
Fir Grove and St. Odillon	J. Laflamme	5	6	12 "	175 00
Fontenelle and Gaspe Peninsula	R. Raby	8	6	12 "	255 00
Fossambault and St. Catherine	V. Villeneuve	3	2	12 "	50 00
Fox River and Grande Gréve	H. Synnett	20	6	9 " (to Dec. 31, '10.	600 00
do do	A. Dufresne	20	6	3 " (from do)	200 00
Frampton and Mount Robson	P. Roy	6	2	12 "	77 50
Frampton and Spring Brook	W. M. Miller	4	3	12 "	100 00
Frampton and Ste. Hénédine	P. Turgeon	13	6	12 "	500 00
Francourville and St. Félix de Kingsey	N. Leclerc	2	6	12 "	74 00
Frontenac and Railway Station	M. Laguerre	$2\frac{11}{14}$	12	12 "	225 00
Garneau Junction and Raliway Station, C.N.	J. Bordeleau	200 yds.	12	11 " (from May 1, '10)	22 91
Garneau do do C. P.	"	200 yds.	12	12 "	20 00
Garthby Station and Garthby West	A. Coulombe	3	2	12 "	72 00
Garthby Station & Railway Station	T. Jacques	200 yds.	24	12 "	120 60
Garthby Station and Vezina Corner	A. Coulombe	8	1	12 "	50 00
Gascons and Danse à la Barbe	P. Alain	2	12	8 mos. & 28 d. f. Jul. 4, '10)	118 70
Gascons and Railway Stations	D. Grenier	1	12	8 " & 24 d. f. Jul. 4, '10)	55 64
Gaspé and Gaspé Bay South	C. F. Eden	$4\frac{1}{2}$	3	12 months	130 00
Gaspé and Grande Grève	A. Ascah	15	6	12 "	870 00
Gaspé and Point à Naveau	I. Morin	5	3	12 "	125 00
Gaspé and Sandy Beach Centre	T. J. Pye	$2\frac{1}{2}$	1	Season 1910	27 00
Gaspé and Sunny Bank	G. F. Patterson	7	3	12 months	80 00
Gentilly and Marchildon	E. D. Toutant	3	3	12 "	54 99
Gentilly and Les Becquets	D. Delisle	10	6	12 "	225 00
Gentilly and Trois Rivières	P. Poisson	16	6	9 " (to Dec. 31, '10)	372 25
do do	A. Morissette	16	6	3 " (from do)	124 75
Gringras & St. Antoine Lotbinière	G. Roger	3	3	12 "	40 00
Glen Lloyd and Glen Murray	B. George	4	3	12 "	97 00
Godbut and Pointe des Monts	N. A. Comeau			Special trip	8 00
Gosford and St. Raymond	C. Moisan	3	2	12 "	40 00
Grande Bay and La Descente des Femmes	F. Boulianne	19	1	12 "	197 50
Grande Baie, l'Anse St. Jean and Wharf	B. Boudreau	54 & $1\frac{1}{2}$	3w&4s	12 "	550 00
Grande Baie, l'Anse St. Jean and Wharf	N. Simard			Shelter camp for Couriers	48 00
Grande Baie and Otis	P. Potvin	15	2	Season 1910	168 00
Grandes Bergeronnes and Les Escoumains	E. Gauthier	12	4	3 mos. (from Jan. 1, '11)	65 00
Grandes Bergeronnes and Tadousac	"	15	4	3 " (from do)	122 50
Grande Cascapedia and Cascapedia Station	T. B. Robertson	60 yds.	12	12 "	72 00
Grandes Piles and Lac la Pêche	W. H. Parker	10	6	Season 1910	200 00
Grandes Piles and Railway Station	A. Crête	$\frac{1}{8}$	24	12 months	100 00
Grandes Piles and St. Jean des Piles	U. Nault	$\frac{1}{2}$	6	Season 1910-11	75 00
Grandes Piles and St. Joseph des Mekinak	E. Doucet	25	3	12 months	475 00
Grand Fond and Murray Bay	J. Otis	8	1	3 " (to June 30, '10)	9 37
do do	T. Dufour	8	1	9 " (from ").	28 12

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grand Mère and Grande Mere Village	Laurentide Paper Co.	1	6	8 mon. &7 d. to Dec. 7'10	21 50
Grand Mère and Lac à la Tortue Station	Laurentide Paper Co.	2½	12	8 months and 7 days to Dec. 7, '10	82 17
Grand Mère Village and St Maurice Valley Station	do	¼	18	3 „ and 24 days (from Dec. 7, '10)	56 71
Grand Mère and Ry. Station, C.N.	do	1¼	6	12 „	54 77
Grand Metis and Railway Station	F. Chamberland	5	13 & 12	12 „	355 85
Grand Pabos and Grand Pabos Centre	G. Mulloy	2	as req.	7 „ and 15 days to Feb. 6, '11	28 24
Grand Pabos and Grand Pabos Ouest	J. Roy	6	2	9 „ (to Dec. 31, 1910)	39 00
do do	F. Forest	4½	2	3 „ (from do do)	18 75
Grand Pabos Centre, Railway Sta. Little Pabos, etc	D. Duguay	5½ & 2	6 & 12	1 „ and 22 days (from Feb. 7, 1911)	80 97
Grand Rang and Lake Etchemin	D. Bouchard	1½	6	9 „ (from July 1, 1910)	93 75
Grand Rang and St. Abdon	O. Fancher	4½	1 & 2	12 „	75 16
Grand River and Newport Station	D. Duguay	16	6	12 „ less fines	1,641 12
Grand River and Percé	R. Knox	22	6	12 „ do	1,381 25
do do	S. T. Green, P.O.I. (to pay)			Special trips	21 75
Grand River and Railway Station	G. Couture			do	5 78
do do do	G. Beandin			do	35 00
do do do	G. Moreau			do	1 00
Gravel and Ruisseau Le Blanc	J. F. Beigold	2¼	2	12 months	35 00
Green River and Riviére du Loup Station	L. Desrosiers	5½	6	12 „	149 00
Grenier and St. Elzear de Beauce	A. Grenier	4½	2	12 „	35 00
Grondines and Grondires Est	Z. Hamelin	3	6	12 „	90 00
Grondines and Portelance	A. Portelance	2½	2	12 „	50 00
Grondines and Railway Station	J. Letellier	3½	18	12 „	290 00
Guay and Levis	J. Verreault	⅓	13 & 19	12 „	100 00
Guité and Railway Station	F. Berthelot	1½	6	12 „	75 00
Hadlow Cove and Railway Station	N. Veilleux	½	6	12 „	33 33
Hamilton Cove and Les Escoumains	E. Beaulieu	28	4	12 „ and arrears less fines	620 00
Hauteur and St. Gabriel de Rimouski	L. Desrosiers	6	2	12 „	44 00
Hebert and Main Post Road	A. Hebert	2	3	12 „	50 00
Hebertville and Lac Sec	M. Fortin	9	3	12 „	119 00
Hebertville and Railway Station	A. Tremblay	3½	12 & 14	12 „	99 86
Hendersonvale and Millfield	B. Wright	5	2	12 „	52 00
Heronville and Railway Station	N. Roberge	200 yds.	as req.	12 „	60 00
Hervey Junction and Railway Sta.	W. Bellemare	200 ft.	12	12 „	35 00
Hindelang and Ste. Sophie de Levrard	M. Spenard	2½	4	11 „ (from May 1, '10)	66 73
Hocquart and St. Clement	A. G. Onellet	8	6	1 „ (to April 30, 10).	26 00
Honfleur and St. Anselme	J. Fournier	6	6	12 „	150 00
Hopetown and Railway Station	S. J. Ross	4	12	12 „	315 00
Indian Lorette and Lake St. Charles	F. Auclair	6	3	12 „	100 00
Inverness and Ste. Julie Station	P. Lapointe	11	7	12 „	200 00
Inverness and Woodside	A. Côté	13¾	3	12 „	216 00
Isle aux Coudres and La Baleine	E. Desgagnes	4	3	12 „	69 75
Isle aux Coudres and Pointe des Roches	E. Dufour	5	3	12 „	72 25
Isle aux Grues and Montmagny	N. LeBel	6	3	12 „	326 50
Isle Verte and Notre Dame de l'Isle Verte	E. Fraser	6	2	12 „	135 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Isle Verte and Railway Station	G. Ouellet	1	26	1 mos. and 14 days (to May 14, 1910)	22 26
do do	A. Ouellet	1	26 &21	5 " and 9 days (to Oct. 22, 1910)	90 20
do do	E. Côté	1	26	5 " and 9 days (from Oct. 22, 1910)	59 55
Isle Verte and St. Paul de la Croix	J. Côté	10	6	3 " (to June 30, 1910)	72 00
do do	E. Therriault	10	6	9 " (from do .)	291 75
Ivry and Notre Dame du Lac	B. Leclerc	1½	12	3 " (to June 30, 1910)	18 00
do do	C. Levesque	1½	12	9 " (from do .)	75 00
Jetté and Ste. Perpetue Station	N. Beauchemin	6½	6	2 " (to May 31, 1910)	21 79
do do	E. Boucher	6½	6	10 "	108 21
Joly and Lotbinière	A. Hamel	6½	3	12 "	115 00
Jonquières and Jonquières South	P. Bergeron	4	2	12 "	52 00
Jonquières and La Décharge	A. Bouchard	12	4	12 "	326 26
Jonquières and Railway Station	E. Gagnon	¼	14	12 "	263 60
Jonquières and St. Cyriac	A. Marin	10	2	12 "	150 80
Julien and Mail Catch Post	F. Julien	2½	6	12 "	50 00
Kamouraska and Railway Station	T. Deschines	5	12	12 "	260 00
Kelley's Mills and Railway Station	P. Kelly	20 yds.	12	12 "	15 00
Kempt Station and Railway Station	T. Therriault	250 yds.	6	12 "	25 00
Kénogami and Railway Station	W. Larouche	20 yds.	6	12 "	17 50
King's Corner and Kinnear's Mills	C. B. King	4	2	12 "	62 00
Kingsey Falls and Lorne	T. Corriveau	4	12	12 "	174 50
Kingsey Falls and Robson	O. Blake	9	3	12 "	120 00
Kinnear's Mills and Pomerleau	A. Tardif	3	3	12 "	50 00
Kiannear's Mills and Robertsonville	A. Eager	11	6	12 "	442 00
Kiskissink and Railway Station	R. B. Manning	¼	8 & 6	12 "	56 74
Labarre and Railway Station	E. Gagnon	300 yds.	7	12 "	14 58
Labrie and St. Charles de Bellechasse	E. Fournier	1½	6	12 "	90 00
Lac à Beauce and Railway Station Trans.Con	H. Bourassa	3	6	7 " (from Sept. 1, '10)	11 67
Lac à la Tortue and Prouxville	P. Desy, jr.	10	6	1 " (to April 30, 1910)	32 50
Lac à la Tortue and Railway Sta.	A. Brunelle	⅓	12	6 " (to Sept. 30, 1910)	25 00
do do	P. Francouer	⅓	12	6 " (from do)	24 00
Lac à Laurent and L'Anse au Foin	S. Gagnon	9	1	12 "	70 00
Lac au Saumon and Paramé	P. Bourque	2½	3	9 " (from July 1, '10)	75 00
Lac au Saumon and Railway Sta.	L. St. Laurent	75 yds.	12	3 " (to June 30, 1910)	9 00
do do	E. St. Laurent	75 yds.	12	9 " (from do)	37 50
Lac aux Brackets and Railway Station	J. A. Bourget	1	3	7 " (from Sept. 1, '10)	22 75
Lac aux Sables and Lac aux Sables Station	E. Coulard	⅝	12	12 "	123 00
Lac aux Sables Station and Railway Station	P. Cloutier	500 ft.	12	3 " (to June 30, '10)	10 00
do do	E. Soulard	500 ft.	12	9 " (from do)	30 00
Lac Bouchette and Railway Station	J. Potvins	1	14	12 "	84 34
Lac Brière and Railway Station	J. Desbiens	20 ft.	6	6 " (from Oct. 1, '10)	00 50
Lac Clair and Tremblay	J. Boulianne	18	1 & 2	12 "	73 33
Lac des Commissaires and Railway Station	A. Laforte	4½	2	12 "	70 00
Lachevrotière and Lotbinière	J. de Villers	6	7	12 "	700 00
Lachevrotiere and Railway Station	G. Trottier	¼	6	12 "	48 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lachevrotière and Railway Station.	J. Sauvageau	¼	12	12 mos.	135 00
Lac Humqui and St. Leon le Grand	J. St. Gelais	8	2	12 "	50 00
Lac Long and Rivière Bleue	H. Pelletier	4	2	11 " (from May 1, '10)	64 17
Lac Long and St. Eusèbe	do	8	2	12 "	80 00
Lac Marquis and Railway Station	A. Côté	200 yds.	6	12 "	25 00
Lac Sergent and Railway Station	N. J. Paquet	100 ft.	12	6 " (from Oct. 1, '10)	7 50
Lac St. Joseph and Railway Station	J. L. Piché	100 yds.	14& 24	12 "	52 54
Lac St. Pacôme and St. Pacôme	O. Ouellet	2	3	12 "	75 00
Lagacé and Matapédia	P. Lagacé	4	3	8 " (to Feb. 18, '11)	68 75
Lagacé and St. André de Restigouche	L. LeBlanc	4	3	8 " (to Feb. 28, '11)	103 13
Lake Aylmer and Lake Weedon	A. Proteau	12	6	12 "	377 00
Lake Beauport and Quebec	E. Brown	13	2w.3s.	12 "	233 33
Lake Edward and Railway Station.	A. J. Turner	⅕	12& 14	12 "	98 25
Lake Etchemin and Langevin	J. Bissonnette	10	6	1 " (to Apr. 30, '10)	24 75
do do	A. Giguère	10	6	2 " (to June 30)	78 00
Lake Etchemin and Railway Station	P. Larochelle	4⅓	6	1 " (to July 31, '10)	12 08
do do	D. Bouchard	4½	6	8 " (from do)	96 67
Lake Etchemin and Standon	F. Hébert	10	6	3 " (to June 30, '10)	103 00
LakeView House, Lake St. Joseph, etc.	C. White	2½ & 3	12	Season 1910	50 00
Lake Weedon and Railway Station.	H. Fortin	60 yds.	24	11 months and 25 days (to Mar. 15, '11)	76 45
do do	P. Lussier	60 yds.	24	16 days (from do)	3 55
Lamartine, St. Cyrille de l'Islet and Railway Station	J. Poitras	2¼ & 5¼	18 & 6	12 months	356 92
Lambton and Railway Station	L. Langlois	7⅞	12	12 "	200 00
Langevin and Railway Station	N. Labbé	1	12	9 " (from July 1, '10)	143 40
L'Anse à Giles and Railway Station	O. Langelier	2	6	3 " (to June 30, '10)	14 00
do do	E. Menard	2	6	9 " (from do)	59 25
L'Anse à Giles Station and Railway Station.	T. Théberge	⅓	6	12 "	50 00
L'Anse au Foin and Rivière du Moulin	T. Tremblay	8	6	6 " (to Sept. 30, '10)	147 50
do do	J. Harvey	8	6	6 " (from do)	197 50
L'Anse St. Jean and Petit Saguenay	T. Bouchard	12	1 & 2	12 "	100 00
L'Anse St. Jean and Ste. Marguerite Bay Mill	D. Perron	22	2	24 days (to Apr. 24, '10)	21 00
La Ratière and Railway Station	J. Perron	2	6	12 months	75 00
La Renaudière and St. Pierre, Montmagny	P. Lee	2½	6	12 "	50 00
Larochelle and St. Norbert d'Arthabaska	T. Boulanger	4	3	12 "	90 00
Laurierville and Railway Station	C. Lapointe	1⅓	6 & 12	12 "	135 50
Lavergne and Catch Post	P. Larivière	⅛	6	12 "	43 50
La Tuque and Railway Station	J. A. Paquin	1	12	12 "	156 50
do (Trans.)	do	½	12	7 " (from Sept. 1, '10)	91 00
La Tuque Junction and Railway Station	J. W. Cliche	100 ft.	24 & 26	12 "	117 92
Le Bras and St. Victor Station	F. Jones	1	12	12 "	52 00
Leeds Village and Railway Station	A. H. Magoury	17	6	3 " (to June 30, '10)	136 00
do do	A. Gagné	17	6	9 " (from do)	431 25
Leeds Village and Wilson's Mills	H. McCutcheon	2¾	6	12 "	100 00
Leggatt's Point and Little Métis	A. Robertson	4½	2, 3 & 6	Part of Season 1910 11	95 33
Leggatt's Point, Métis Point, Campbell's House and Little Métis	do	4½	6	Season 1910	100 00
Lemesurier and Robertsonville	E. J. Warcup	8	3	12 months	157 00
Lemieux and Railway Station	J. W. Beaudet	150 ft.	13& 14	12 "	22 20

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Le Pont de Quebec and Neilsonville	E. Serveste	1⅓	12	3 mos. (to Sept. 30, '10)	43 75
Le Rapide and St. Casimir	P. Trottier	4	2	12 "	60 00
Les Eboulements and Quai des Eboulements	E. Tremblay	3	6	Part of Seasons 1909-1910 and 1910-1911	110 00
Les Eboulements and St. Hilarion	M. Tremblay	8	6	12 months	260 00
Les Eboulements and Wharf	E. Tremblay	5	as req.	Season 1910	171 60
Les Ecureuils and Railway Station	L. Pagé	½	12& 18	12 months	115 41
Les Escoumains and Tadousac	A. Girard and J. Gauthier Stys	27	4	9 " (to Dec. 31, '10)	442 50
Lessard and St. Elzéar de Beauce	N. Langlois	½	6	12 "	34 00
Levis, Branch Post Office and Street Letter Boxes	X. Guay	1-5 & 3-1	13,6, 19, 18	12 "	300 00
Levis and Railway Station	G. Chamberland	217 ft.	as req	12 "	200 00
do do	A. Ouellet	217 ft.	as req.	12 "	167 03
Levis, St. Joseph de Levis and Street Letter Boxes	Levis County Railway Co.	3¼ & ½	19& 18	12 "	290 00
Lime Ridge and Railway Station	J. H. Barker	600 ft.	12	12 "	50 00
Lime Ridge and St. Adolphe de Dudswell	J. Ouellette	2	6	12 "	60 00
Limoilou and Railway Station	H. Talbot	600 yds.	24	12 "	129 00
Linière. Armstrong and U. S. Boundary Line	J. L. Bolduc	21½	6 & 3	12 "	417 75
Linière, St. George Station and Ry. Station	L. Gendreau	10¾ & 1¾	6 & 7	12 "	409 00
Linière, St. Zacharie and Metgermette	J. Tardif	9½ & 4¾	6 & 3	3 " (to June 30, '10)	137 33
L'Islet and Railway Station	A. Leclerc	2¼	18	12 "	320 00
Little Metis and Railway Station	D. Tuggey	6	2	Season 1910	26 00
Little River East and St. Isidore de Gaspé	S. Laucup	5	2	12 "	100 00
Little River West and Railway Stn	G. Couture	3	12	1 " and 21 days (from Feb. 7, '11)	46 00
Lorette and Railway Station	J. B. Linteau	⅝	23 &25	12 "	131 17
Lorne and Railway Station	J. A. Pard	200 yds.	12	12 "	68 00
Lotbinière and Rivière Boisclair	N. Caron	8	6	12 "	245 00
Lotbinière and Ste. Croix	F. Bibeau	14	6	12 "	397 00
Lotbinière and Ste. Emelie	A. Belanger	5	6	12 "	200 00
Lourdes and Railway Station	A. Lafond	4½	6	12 "	124 00
Lourdes du Blanc Sablon and Blanc Sablon	J. V. Le Gresley	3	as req.	12 "	59 38
Lourdes du Blanc Sablon and Natashquan	J. Hébert	304	50	Season 1910-11	600 00
Lower Ireland and Thetford Mines	J. Bullard	12½	2	12 months	141 96
Lyster Station and Railway Station	F. Baker	75 yds.	12	12 "	100 00
Manseau and Railway Station	J. A. Laferté	500 ft.	14&19	12 "	86 41
Marcil and St. Godfroy	N. Francoeur	6¾	3	12 "	94 00
Maria and Railway Station	A. Le Blanc	¾	12	3 " (to June 30, '10).	18 00
do do	A. Cormier	¾	12	9 " (from ").	54 00
Maria Capes and Catch Post	B. De Grace	⅓	12	3 " (to June 30, '10).	20 00
do do	A. Boudreau	⅓	12	9 " (from ").	55 50
Maria East and Catch Post	L. Thibodeau	⅓	12	12 "	47 60
Matalik and Catch Post	J. E. Hippell	¼	6	2 " (from Feb. 1, '11)	3 33
Matane and Railway Station	T. Gagné	33¼	6	12 "	991 66
Matane and Ste. Anne des Monts	G. Côte	57½	6	12 "	1,975 00
Matane and St. Luc de Matane	C. Marquis	7	3	12 "	130 00
Matapédia and Restigouche	S. Doiron	......	......	Special service	12 00
Matapédia and Railway Station	E. Doiron	200 yds.	12	12 months	60 00
do do I.C.R	do	200 yds.	24 &32	12 "	133 51

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Matapédia and Runnymede......	J. Lawlor......	12	6	12 months..............	150	00
Matapédia and St. Andre de Restigouche..................	L. Le Blanc ...	8	6	1 " (from Mar. 1, '11)	29	17
Mercier and Notre Dame du Rosaire	P. Morin......	6	6	12 "	300	00
Metabetchouan and Railway Station	W. Fortin......	½	12-14	3 " (to June 30, '10).	25	90
do do ..	T. Côté	¼	14	9 " (from ").	79	21
Metabetchouan and St. Hilaire du Lac St. Jean	A. Boily........	13½	3	12 "	165	00
Methot's Mills and Ste. Agathe de Lotbinière........	L. Dubois.. ...	8	6	12 "	200	00
Michaud and Catch Post..........	T. Morin.	100 yds.	12	12 "	100	00
Miguasha and St. Jean L'Evangeliste..........................	A. Labillois	5	2	12 "	115	00
Miguasha West and St. Jean L'Evangeliste.	M. Norton......	4	1	12 "	30	00
Millstream and Railway Station...	J. F. McDonald	30 ft.	6	12 "	45	00
Milnikek and Catch Post.........	N. Piche.	250 yds.	6	9 " (to Dec. 31, '10)..	22	50
do do	J. A. Thiberge..	250 yds.	6	3 " (from ").	7	50
Mission St. Louis and St. Omer....	H. Nadeau.	6	2	12 "	70	00
Mistassine and Peribonka..........	Jos. Bouchard ..	20	3	7 " (to Oct. 31, '10) .	175	00
do do	Jean Bouchard..	20	3	5 " (from ").	132	08
Mistassini and Tiknapé	J. Bouchard....	19	3	12 "	362	00
Moisie and Pointe des Monts......	L. Langlois. ..	130	10	Season 1809-10....	761	94
Moisie and Seven Islands..........	do	....	...	Special trips.......	21	49
do do	O. Vigneault....	....	.. .	"	6	50
Montague Ronde and Tring Junction	E. Lagueux.....	5	2	12 months	60	00
Montauban and Railway Station...	E. Petitclerc....	1	12	12 "	73	00
Mont Carmel and Railway Station	A. Langelier....	3	12	12 "	136	00
Montmagny and Railway Station..	A. Gamache....	1	31-33	12 "	187	04
Montmagny and Rocher de la Chapelle	G. Laurendeau..	3	3	12 "	75	80
Montmagny and Rocher Noir......	A. Gaudreau jr..	3	2	12 "	70	00
Montmagny and Grosse Isle Wharf	J. E. Paré.....	3	1	Season 1910.............	100	00
Morigeau and Railway Station.....	O. Tremblay....	4	12	12 months....	100	00
Morisset Station and Railway Stn Q.C.........................	P. Veilleux.	100 ft.	6	9 " (from July 1, '10)	23	50
Moulin Cantin and Tingwick......	A. Cantin ..	2	3	12 "	62	40
Moulin Desbiens and Railway Stn.	M. Boivin	200 yds.	6	12 "	60	00
Moulin Desbois and Main Post Road	E. Deneault ...	1	6	12 "	25	00
Moulin Fontaine and Weedon Stn..	L. A. Lussier. ..	5	3 & 6	12 "	143	33
Moulin Migneault and Railway Stn	O. Migneault. ..	75 yds.	6	12 "	25	00
Moulin Tetu and St. Agapit Station	C. Gagnon.....	3	6	12 "	120	00
Mount Murray, Cap à l'Aigle and Wharf	A. Lapointe	2¾	as req.	Season 1910............	111	20
Murray Bay and Ste. Agnes de Charlevoix..............	J. Gaudreault...	9	6	12 " less fine..	232	00
Murray Bay and St. Siméon.......	N. Dassylve	20	6	9 " (to Dec. 31, '10) less fines.....	410	50
Murray Bay and Wharf	L. Trudel.	3	as req.	12 "	520	90
Neuvelles and Pointe aux Trembles West.........................	A. Morissette...	3	3	12 "	40	00
Neuville and Railway Station C.P.	L. Bureau....	10½	6	1 " (to April 30, '10).	65	00
do do C.N.	H. Beland	¼	12 & 18	11 " (from May 1, '10)	194	50
New Armagh and St. Sylvester West.........................	J. Machell......	4	3	12 "	65	00
Newbois and Scott Junction......	P. Délâge	11⅝	6	6 " (to Sept. 30, '10).	150	00
do do	P. Vachon......	11⅝	6	6 " (from ").	150	00
New Carlisle and New Richmond..	J. U. Pare.. ..	....	...	Special service...... ...	4	90
New Carlisle and Railway Station..	J. Chisholm ...	586 yds.	12	12 months....	149	00
New Livepool and St. Romuald d'Etchemin........	H. McReady. ..	2	12	12 "	220	41
Newport and New Carlisle....	G. F. Hamilton.	....	....	Special trips	18	75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newport and Railway Station	J. Cormier	1¼	12	8 mos. and 28 days (from July 4, '10)	115 73
Newport Point and Port Daniel Stn	G. McDonald	17	6	3 " and 3 days (to July 3, '10)	532 00
New Richmond Centre and New Richmond West	W. McColm	3½	3	9 " (to Dec. 31, '10).	84 75
New Richmond Centre and Pepit Cascapedia Nord	N. Leblanc	7	2	12 "	92 00
New Richmond Centre and Railway Station	J. Cyr	7½	6	3 " (from Jan. 1, '11)	99 50
New Richmond West and New Richmond Station	J. Cyr	4¼	12	9 " (to Dec. 31, '10)	223 50
Nicolet and Railway Station, I.C.	A. Houle	⅓	12	12 "	99 00
do do Q.M.S.	"	⅓	12	12 "	110 27
Nicolet and St. Gregoire	J. Pagè	8	12	12 "	250 00
Normandin and St. Felicien	G. B. Grondin	18	6	1 " (to Apr. 30, '10)	41 71
Normandin and Tiknapé	"	10½	6	11 " (from May 1, '10)	264 41
North Ham and Vezinas Corner	L. Juneau	8	1	12 "	74 00
North Wolfstown and Wolfstown	D. Larkin	3	3	12 "	55 00
Notre Dame de Ham and Toupin	N. Payer	3	3	10 " (from June 1, '10)	50 00
Notre Dame du Portage and St. Patrick	O. Pelletier	3	6	Season 1910	51 00
Notre Dame du Portage and Railway Station	A. Labbé	7	6	12 months	226 25
Notre Dame de Rimouski and Railway Station	A. Parent	⅕	12	12 "	75 00
Notre Dame du Lac and Ry. Station	E. Cloutier	1½	12	12 "	172 00
Notre Dame du Lac and St. Eusèbe	J. St. Pierre	8	6	12 "	240 00
Nouvelle and Catching Post	J. Keays	¼	12	12 "	60 00
Oak Bay Mills and Railway Station	J. D. Sowerby	150 yds.	12	12 "	75 00
O'Farrell and St. Malachie	P. O'Farrell	5	3	12 "	75 00
Old Lake Road and Railway Stn	A. Bélanger	¼	6	12 "	60 00
Ouiatchouan and Railway Station	J. Giard	¾	6	12 "	62 40
Pabos Mills and Newport Station	J. Meunier	5	12	1 " (22 dys. from Feb. 7, '11)	58 89
Panet and St. Magloire	J. Bilodeau	9	3 & 4	12 "	201 88
Parisville and Railway Station	J. Rivard	¼	12	12 "	40 00
Parkhurst and St. Sylvester West	H. Sylvain	4	6	12 "	210 00
Paspebiac and Ruisseau Le Blanc	J. G. Cyr			Special trip	12 00
Paspebiac West and Railway Stn	W. Young	586 yds.	12	12 months	187 80
Pelletiers Mills and Railway Stn	J. H. Pelletier	4	6	12 "	170 00
Pentecost River and Pointe aux Anglais	L. Langlois	7	as req.	Season 1910	125 00
Peribonca and Vauvert	C. Fraser	3	3	8 mos. (from Aug. 1, '10)	14 58
Perron and Percé	E. Hickson	3	2	12 "	40 00
Perthius and Railway Station	C. J. Godin	500 ft.	12	12 "	50 00
Petit Bonaventure and Catching Post	J. Gallagher	1	6	3 " (to June 30, '10)	7 50
do do	J. Belanger	1	6	9 " (from ")	33 00
Petite Madeleine and Riviére à Claude	L. Lemieux	28	3	9 " (to Dec. 31, '10)	468 75
do do	E. Leclerc	28	3	3 " (from ")	195 00
Petite Village and St. Ephrem de Tring	J. Pomerleau	2¼	3	12 "	75 00
Pintendre and St. Henri Station	J. Carrier	2	6	6 " (to Sept. 30, '10)	46 00
Plessisville, Letter Box and Railway Station	F. Boulé	1⅓	12	12 "	200 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Plessisville and St. Ferdinand	J. Le Blanc	15⅙	6	12 months	438 00
Plessisville and St. Pierre Baptiste	E. Pouliot	13⅚	6	12 "	438 00
Pointe à la Garde and Ry. Station	J. Fair	⅓	6	12 "	80 00
Pointe à la Savanne and Taillon	I. Laplante	9	2	12 "	88 40
Pointe aux Orignaux and Rivière Ouelle	A. Michaud	4	12-6	12 "	95 00
Pointe Bleue and Roberval	W. Connolly	5	3	12 "	110 00
Pont Briand and Robertsonville	A. Dupuis	3	6	12 "	125 00
Pont de la Noreau and Portneuf Station	A. Gauthier	2	6	12 "	120 00
Pont Rouge and Railway Station	E. Godin	¾	as req.	12 "	140 00
Port Daniel Centre and Ry. Station	E. E. Sweetman	2	12	12 "	313 00
Port Daniel East and Ry. Station	H. Langlois	1	12	Part of season 1910-11	59 35
Port Daniel West and Ry. Station	W. Bisson	2	12	12 months	100 16
Portneuf and Railway Station, C.N	E. Poulin	¼	12	10 " (from May 1, '10)	91 75
do do C.P.	S. Briére	1	24	9 " (to Dec. 31, '10)	111 00
do do C.P.	D. Godin	1	24	3 " (from ")	50 00
Précieux Sang and Railway Station	O. Prince	3½	6	12 "	80 00
Proulxville and Ry. Station, C.N	T. Desy, jr.	2¼	6	10 " (from May 1, '10)	99 09
Providence and St. Victor de Tring	R. Plante	4½	3	12 "	70 03
Quai de Rimouski and Rimouski	P. Fournier	2	6	12 "	200 00
Quebec and Anticosti	Dept. Marine & Fisheries	....	....	Special trips	23 01
Quebec — Conveyance of British Mails	A. Gagné	......	.....	Season 1910	129 00
Quebec—Letter Carrier's Service	Quebec Railway Light Heat & Power Co.	11¼	as req	12 months and arrears	1,532 28
Quebec, Clark City, Seven Islands, &c	Dept. Marine & Fisheries	....	......	Special service	4 40
Quebec and Immigration Shed Letter Box	J. Dery	1	as req.	Season 1910	50 00
Quebec and Railway Stations	A. Gagné	97	as req.	12 months	3,599 00
Quebec and Street Letter Boxes	"	....	as req.	12 "	3,673 76
Quebec, St. Jean d'Orleans and St. Francois d'Orleans	E. Chabot	22	6	12 "	1,002 30
Quebec and Sillery	P. Carbray	6	12	12 "	350 00
Quebec and Stoneham	W. Craig	17	2	12 "	140 00
Radnor Forges and Railway Station	G. Drysdale	½	24	6 " (to Sept. 30, '10)	50 00
do do	"	½	12	6 " (from ")	25 00
Rang Mathais and Railway Station	G. Harvey	200 ft.	12	12 "	31 25
Rang St. Achille and St. Ubalde	J. Frenette	5	3	12 "	120 00
Ravignon and Ste. Rose de Watford	J. Bedard	8½	1 & 2	12 "	68 83
Restigouche and Cross Point Stn	J. E. Olscamp.	4	12	12 "	175 00
Richmond and Railway Station	S. Cross	¼	18	12 "	180 00
Richmond and St. Felix de Kingsey	M. Leclerc	15	6	12 "	411 42
Rimouski and Railway Station	P. Fournier	½	26 & 33	12 "	436 89
Rimouski—Handling British Mails	C. F. Dery	....	......	Season 1910	30 00
Rimouski and Ste. Blaudine	C. Martin	9	6	....	279 00
Rivière Gilbert and Rivière Gilbert Gold Mines	A, Grondin	3½	3	9 mos. (from July 1, '10).	75 00
Rivière Gilbert and Railway Stn	M. Laflamme	200 yds	as req.	12 "	50 00
Rivière Gilbert and St. Benjamin	C. Perras	11½	6	3 " (to June 30, '10).	97 75
Rivière St. François and Sydenham	J. H. Moore	3½	3	12 "	75 00
Rivière à Claude and Ste. Anne des Monts	W. Deschenes	35	3	12 "	850 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rivière à l'Ours and St. Leonard de Chicoutimi	E. Vandal	6½	2	12 months	150 00
Rivière à l'Ours and Tremblay	T. Laforest	18	4	1 " and 8 days (to May 8, '10)	42 34
do do	F. Padneand	18	4	10 " and 23 days (from May 8, '10)	363 26
Rivière à Pierre and Railway Stn	J. Perron	½	24 &20	12 "	189 71
Rivière au Doré and St. Félicien	C. Savard	12	3 & 4	12 "	314 07
Rivière aux Graines and Steamer	M. Langlois			Season 1910	20 00
Rivière aux Pins and St. Gabriel Station	M. Hayes	9	2	12 months	124 61
Rivière Blanche (Portneuf) and St. Alban	J. L'Ecuyer	4	3	12 "	60 00
Rivière du Loup, en bas, Letter Box and Railway Station	E. Marchand	½	as req.	12 "	800 00
Rivière du Loup, en bas, and Railway Station	F. Meunier	1½	12	12 "	125 00
Rivière du Loup and Rivière du Loup Wharf	A. Bérubé	2½	21	Season 1910	118 00
Rivière Famine and St. George East	O. Gilbert	3½	3	9 mos. (from July 1,'10)	75 00
Rivière Mékinak and Rivière au Rat	N. Germain	32½	1	12 " and arrears	380 95
Rivière Noire and Railway Station	N. Gingras	60 ft.	12	6 " (to Sept. 30, '10)	15 00
do do	N. Dureault	60 ft.	12	6 " (from ")	12 50
Rivière Ouelle and Railway Station	S. LeBrun	5	12	12 "	300 00
Rivière Ouelle Junction and Railway Station	E. Plourde	50 ft.	12	12 "	30 00
Rivière Ouelle Wharf and Railway Station	A. Guy	½	12	5 " and 27 days (to Sept. 37, '10)	14 75
do do	G. Mercier	½	12 &24	5 " and 17 days (from Oct. 15, '10)	13 85
Rivière Ste. Marguerite and Ste. Marguerite Bay Mills	J. Vézina	5	4	12 "	200 00
Rivière Ste. Marguerite and Tadousac	H. Tremblay	16½	4	12 "	295 00
Rivière Trois-Pistoles and Railway Station	C. Morency	¼	18 &19	12 "	44 99
Robertsonville and Railway Station	J. Richard	50 yds	24	12 "	100 00
Robertsonville and Rumpelville	A. Vachon	3	6	7 " (from Sept. 1,'10)	58 33
Robertsonville and Sacré-Cœur de Marie	J. Bilodeau	3	6	12 "	130 00
Robertsonville and Thetford Nord	C. A. Olivier	3	6	12 "	125 00
Roberval and Railway Station	E. Couture	½	24 &28	12 "	314 37
Roberval and Roberval Ouest	M. Guay	7	3	12 "	130 00
Roberval and St. Félicien.,	E. Perreault	19	6	12 "	360 00
Robitaille and Catch Post	E. Quinn	1	12	12 "	59 00
Rousseau's Mills and Railway Stn.	F. Lavoie	30 yds	3 & 6	12 "	20 00
Ruisseau LeBlanc and Catching Post	J. G. Cyr	180 yds	12	12 "	35 00
St. Adalbert and St. Pamphile	A. Guilmet	10	1	12 "	66 00
St. Adelphe de Champlain and Ste. Thècle Station	N. Trepanier	8	6	12 "	240 00
St. Adolphe de Dudswell and Railway Station	J. Ouellette	3½	24	12 "	250 00
St. Adrien and Wotton	E. Beaurivage	13½	6	12 "	400 00
St. Agapit and Railway Station	G. Olivier	¾	24	12 "	120 00
St. Agapit Station and St. Sylvestre East	M. Vaillancourt	20	6	12 "	588 00
Ste. Agathe de Lotbinière and Ste. Agathe East	J. Boulanger	4½	3	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Alban and Railway Station	W. Lebonne	7	12	12 months	300 00
St. Alexandre de Kamouraska and Railway Station	T. Barbeau	$\frac{1}{4}$	18	12 "	60 00
St. Alexandre de Kamouraska and St. Elenthère	A. Levasseur	24	2	12 "	195 00
St. Alexis Station and Railway Stn.	S. Poirier.	300 yds	12	12 "	50 00
St. Anaclet and Railway Station	A. Banville	$1\frac{9}{14}$	12	12 "	110 00
Ste. Anastasie and Railway Station	L. Jeffrey	$1\frac{1}{2}$	12	12 "	150 00
St. André de Kamouraska and Railway Station	H. Michaud	5	12 &18	12 "	366.34
St. André Station and Railway Stn.	J. Albert.	$\frac{3}{4}$	7	12 "	80 00
Ste. Angèle de Laval and Ry. Stn.	A. D. Thebeaudeau.	$\frac{1}{4}$	12	12 "	50 00
Ste. Angèle de Laval and Victoriaville	H. Fortier			Special service	19 00
Ste. Angèle de Rimouski and St. Joseph de Lepage	A. Levesque	$6\frac{3}{4}$	6	12 mos.	250 00
Ste. Anne de Beaupré and St-Joachim de Montmorency	L. Filion	5	1	12 "	39 00
Ste. Anne de la Pérade and Ry. Stn.	A. Picard	$\frac{1}{2}$	18	12 "	54 00
Ste. Anne de la Pérade and St. Prosper	A. Houde	7	6	1 " (to Apr. 30, '10).	19 37
Ste. Anne de la Pocatière and Railway Station	C. Ouellet	1	31 &33	12 "	198 00
Ste. Anne des Monts and Rivière à Martre	A. Sasseville			Special service	3 92
St. Anselme and Railway Station	L. V. Bernier	1	24	12 months	176 00
St. Antoine Lotbinière and Ry. Stn.	X. Lafleur	$8\frac{7}{10}$	6	12 "	227 25
St. Antonin Railway Station and Old Lake Road	N. Thibeault	$4\frac{1}{2}$	6	12 "	123 25
St. Apolline de Paton and St. Paul du Buton	A. Blanchette	12	3 & 4	12 "	282 68
St. Arsène and Railway Station	C. Richard	500 yds	12	12 "	44 00
St. Arsène and Viger	C. Gagnon	7	6	12 "	184 08
St. Aubert and Railway Station	P. St. Pierre	$1\frac{1}{2}$	18	12 "	150 00
St. Aubert and Pamphile	M. Vaillancourt	31	6	9 " (to Dec. 31, '10).	561 75
do do	D. Anetil	31	6	3 " (from ").	250 00
St. Augustin and Railway Station, C. N.	H. Desroches.	$1\frac{1}{2}$	12 & 18	11 " (from May 1, '10).	258 03
St. Bazile Portneuf and Railway Station	F. Paquet	$2\frac{1}{2}$	18	12 "	240 00
St. Bazile Station and Railway Station	J. Leclerc	250 yds.	6	12 "	40 00
St. Benjamin and Railway Station.	J. Veuilleux	$3\frac{1}{2}$	6	9 " (from July 1, '10).	187 50
St. Benoit Labre and Railway Station	G. Busque	6	6	12 "	157 50
St. Brigette de Saults and Railway Station	J. Parenteau	$4\frac{1}{4}$	7	12 "	167 71
St. Bruno de Kamouraska and St. Paschal	C. Lebrun	7	6	12 "	200 00
St. Bruno du Lac St. Jean and Hebertville Station	A. Tremblay	$2\frac{1}{2}$	5	12 "	122 00
St. Camille de Bellechasse and Railway Station	J. Blouin	8 & 4	6 & 12	12 "	215 00
St. Camille and Sherbrooke	J. Côté	26	1	1 " (to April 30, '10)	4 77
St. Casimir and Railway Station	P. Dolbec	$4\frac{1}{2}$	18	12 "	394 00
St. Casimir and St. Thuribe	A. Genest	$4\frac{1}{4}$	6	2 " (to May 31, '10).	42 72
do do	A. Naud	$4\frac{1}{2}$	6	10 " (from ").	178 96
St. Casimir and St. Ubalde	B. H. Rompré	11	6	12 "	274 00
St. Catherine and Railway Station.	J. Henchey	1	12	12 "	140 00
Ste. Catherine Station and Railway Station	do	20 yds.	12 & 14	12 "	26 27

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ste. Cecile de Levrard and St. Pierre les Becquets	E. Paquin	5	6	12 months	153 00
St. Celestin and Railway Station	E. Arsenault	1¼	6	12 "	60 00
St. Charles de Bellechasse and Railway Station	D. Lacroix	1	6	12 "	48 00
St. Charles de Caplan and Railway Station	A. Bourdages	½	12	12 "	59 00
St. Clair and St. Anselme Station	N. Langlois	5	6	12 "	125 00
St. Claire and St. Malachie	A. Turgeon	10	6	12 "	139 00
St. Clement and St. Cyprien	E. Dionne	8	6	12 "	211 03
St. Clement and St. Eloi	M. April	12	6	12 "	468 00
Ste. Clothilde and Victoriaville	P. Baril	18	6	6 " (to Sept. 30, '10).	124 00
do do	N. Auger	18	6	6 " (from ").	124 00
Ste. Croix and Railway Station	E. Fraser	8½	6	4 " (to July 31, '10).	73 00
do do	A. Blouin	8½	6	8 " (from ").	146 00
St. Cyr and Railway Station	S. St. Pierre	300 ft.	12	12 "	50 00
St. Cyrille de L'Islet and St. Marcel de L'Islet	E. Belanger	15	6	12 "	550 00
St. Damase de Rimouski and St. Moise Station	A. Paquet	7	6	12 "	280 00
St. Damase de Thetford and Thetford Mines West	A. Grenier	4	2	12 "	60 00
St. Damien de Buckland and St. Lazarre de Bellechasse	A. Labrecque	9	6	6 " (to Sept. 30, '10).	95 00
do do	J. Brochu	9	6	6 " (from ").	95 00
St. David de Levis and Railway Station	N. Begin	¾ & 1	6	12 "	125 00
St. Denis de la Bouteillerie and Railway Station	J. Paradis	4¼	18	12 "	217 50
St. Donat and St. Gabriel de Rimouski	F. Charette	9	6	12 "	250 00
St. Donat and Ste. Luce Station	J. G. Bérubé	6½	6	12 "	189 00
Ste. Elizabeth de Warwick and Warwick	L. S. Pelletier	7	6	12 "	233 00
St. Eloi and Railway Station	J. Rioux	3	6	12 "	74 00
St. Elzear and Beauce and St. Marie Beauce	L. Rouleau	3	6	12 "	140 00
St. Ephrem de Tring and Railway Station	T. Gagnon	3 m. & 25 yds.	12	12 "	150 00
St. Eulalie and Railway Station	A. Lupien	3	6	12 "	120 00
St. Evariste de Forsyth and Railway Station	X. Blais	2	12	12 "	139 99
St. Evariste Station and St. Hilaire de Dorset	A. Begin	8½	2	12 "	90 00
St. Fabien and Railway Station	F. Boucher	1	12	12 "	100 00
St. Felicien and Tikonape	N. Perron	7½	6	11 " (from May 1, '10).	178 92
Ste. Flavie, Ste. Flavie Station and Railway Station	L. Levesque	3	8&26	12 "	373 35
Ste. Flavie Station and St. Joseph de Lepage	D. Gagné	1¼	6	12 "	50 00
St. Flavien and Railway Station	A. Côté	2½	6	12 "	99 00
Ste. Florence and Railway Station	J. A. Thibault	50 yds.	6	12 "	78 12
St. Francois de Madawaska and Railway Station	N. St. Pierre	$\frac{3}{16}$	12	12 "	90 00
St. Francois de Montmagny and Railway Station	A. Jean	1½	18	12 "	120 00
Ste. Francoise and Trois Pistoles	M. Berubé	7½	6	12 "	173 00
St. Francois Xavier de Viger and Viger	J. Martin	6	4	12 "	125 00
St. Frederic and Railway Station	W. Baillargeon	3	6	12 "	175 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Gabriel de Rimouski and St. Marcellin	E. Levesque	4½	2	12 months	50 00
St. Gabriel Station and Railway Station	F. Moreau	3	12	12 "	150 00
St. Gédêon and Railway Station	E. Simard	1	12 & 14	12 "	147 16
St. Gédêon de Beauce and St. Rufine	A. Tanguay	10	1	12 "	50 00
St. Geneviève de Batiscan and Railway Station	N. Paquettes	4	12	12 "	125 00
St. Geneviève de Batiscan and St. Stanislaus de Champlain	G. Dery	8	6	1 " (to April 30, '10).	26 00
St. George East and St. Prosper Dorchester	J. Boily	12½	6	3 " (to June 30, '10).	136 96
St. Germain de Kamouraska, Railway Station and Pointe Séche	J. Potvin	2½ & 4	12 & 6	12 "	90 00
St. Gertrude and St. Joseph de Nicolet	O. Lavigne	2¼	3	12 "	38 00
St. Gervais and Railway Station	N. Dion	5¾	12	12 "	125 00
St. Gervais and St. Lazare de Bellechasse	E. Gosselin	6	6	12 "	137 00
St. Gilbert and Railway Station	J. Groleau	5	6	12 "	175 00
St. Godfroy and Railway Station	J. Gagnon	3½	12	12 "	90 00
Ste. Hélène de Chester and St. Norbert d'Arthabaska	L. Durand	11	6	12 "	444 00
Ste. Hélène de Kamouraska and Railway Station	G. Caron	⅓	18	12 "	52 50
Ste. Henedine and Railway Station	L. Royer	¼	24	12 "	100 00
St. Henri de Levis and Railway Station	F. X. Ferland	½	24	12 "	100 00
St. Henri de Levis and St. Lambert de Levis	O. Roy	10	6	12 "	200 00
St Henri Station and Railway Stn.	O. Vallieres	¼	18	6 " (to Sept. 30, '10)	52 50
St. Hilarion and St. Hilarion du Lac	A. Desgagnes	2½	3	4 " (from Dec. 1, '10)	17 16
St. Hilaire and Railway Station	F. Cyr	385 yds.	12	12 "	140 00
St. Irénée les Bains, St. Irenee and Wharf	G. Girard	1	as req	Season, 1910	98 40
St. Isidore de Dorchester and Railway Station	H. Guay	6	6	12 months	181 00
St. Jacques and Railway Station	J. A. Charest	2½	12	12 "	75 00
St. Jean Chrysostome and St. Romuald d'Etchemin	J. Carrier	3	6	6 " (to Sept. 30, '10)	47 50
do do	T. H. Cantin	3	6	6 " (from ").	62 50
St. Jean de Dieu and Trois Pistoles	P. Leveque	13	6	12 "	359 00
St. Jean l'Evangeliste and Nouvelle Station	J. Nadeau	1	12	3 " (to June 30, '10)	16 00
do do	G. Frenette	1	12	9 " (from ").	70 42
St. Jean Port Joli and Railway Stn.	J. Pelletier	1½	18	6 " (to Sept. 30, '10)	73 50
do do	G. Dumas	1½	18	6 " (from ").	102 96
St. Joachim de Montmorency and St. Tite des Caps	L. Filion	7	6	12 "	468 00
St. Joseph d'Alma and Railway Station	J. Tremblay	9	7	12 "	251 85
St. Joseph d'Alma and Taillon	F. Larouche	24⅛	7	8 " (frm. Aug. 1, '10)	313 00
St. Joseph de Beauce and Railway Station	A. Lessard	½	30	12 "	243 75
St. Leandre and Tessierville	J. Bérubé	11	3	12 "	200 12
St. Leonard d'Aston and Railway Station	J. Hébert	600 yds.	12	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Leonard de Portneuf and Railway Station	L. Lesage	1½	6	12 months	70 00
St. Louis de Ha Ha and St. Louis Church Station	Temiscouata Ry. Co	¾	12	12 "	150 00
Ste. Louise and Railway Station	A. Chretien	1½	18	12 "	64 40
Ste. Luce and Railway Station	J. Tremblay	2	12	12 "	225 00
St. Ludger and Railway Station	S. Boutin	17¾	6	12 "	315 00
St. Magloire and St. Philémon	E. Fournier	11	6	12 "	299 66
St. Magloire and Ste. Sabine de Bellechasse	F. Maurice	8	6	3 " (to June 30,'10)	43 75
St. Malachie and St. Nazaire de Buckland	A. Pelchat	8	3	12 "	120 00
St. Malachie and Standon	O. Corrivean	13	6	12 "	495 00
Ste. Marie Beauce and Railway Stn.	J. Gregoire	⅓	24	12 "	115 00
Ste. Marie de Blandford and Railway Station	E. Boudreault	4	6	12 "	124 00
St. Mathieu and Railway Station	A. Théberge	3	6	12 "	140 00
St. Maurice and Railway Station	F. Thibodeau	1	18	12 "	112 50
St. Maxime and Scott Junction	F. Morin	1½	6	12 "	75 00
St. Michel de Bellechasse and Railway Station	J. Martineau	5	12	12 "	140 00
St. Modeste and Railway Station	J. Proulx	4½	6	12 "	135 00
St. Moise and St. Moise Station	C. St. Amands	2½	6	12 "	125 00
St. Moise Station and Railway Stn.	J. Michaud	64 yds.	12	12 "	46 00
Ste. Monque de Nicolet and Railway Station	M. Provencher	2¾	12	12 "	195 00
St. Narcisse and Railway Station	F. Nobert	3½	12	12 "	150 00
St. Nérée and St. Raphael East	J. Lamontagne	6	6	12 "	198 00
St. Nicolas and Railway Station	J. E. Flamand	4½	6	3 " (to June 30,'10)	36 00
do do	M. Carrier	4½	6	9 " (from ")	128 20
St. Nicolas and St. Nicolas East	A. Plante	2½	3	6 " (to Sept.30,'10)	25 00
do do	M. Carrier	2½	3	6 " (from ")	35 00
St. Norbert d'Arthabaska and Staufold	L. Durand	5	6	12 "	198 00
St. Omer and Mail Catch Post	N. Arseneau	⅓	12	3 " (to June 30,'10)	16 25
do do	J. H. Allard	⅓	12	9 " (from ")	43 50
St. Onezime and Railway Station	A. Peltier	5	6	12 "	150 00
St. Pacôme and Railway Station	J. Chamberland	1½	18	12 "	142 50
do do	C. Levesque	200 ft.	12	3 " (from Jan. 1,'11)	12 00
St. Paschal and Railway Station	J. B. Bernier	200 ft.	14 & 15	12 "	67 32
St. Patrick and Railway Station	J. LeBel	4	12	Season, 1910	124 80
St. Paul du Buton and St. Pierre Montmagny	F. Côté	17	6	12 months	450 00
St. Pierre les Becquets and Ste. Sophie de Levrard	T. J. Demers	13	6	12 "	322 58
St. Pierre, Montmagny and Railway Station	E. Adam	1½	18	12 "	120 00
St. Prosper and Railway Station	I. Honde	2	12	11 " (from May 1,'10)	45 87
St. Prosper de Dorchester and Railway Station	A. Lacasse	4¾	6	4 " & 24 dys. (from Nov. 7, '10)	77 89
St. Prosper de Dorchester and St. Zacharie	W. Busque	12	6	4 " "	189 75
St. Raphael East and Railway Stn.	E. Galibois	6¾	12	12 "	100 00
St. Raymond and Railway Station	C. Angers	½	23 & 25	3 " (to June 30,'10)	42 70
do do	H. Plamondon	½	25	9 " (from ")	127 60
St. Remi de Tingwick and Warwick	J. Beland	14½	6	12 "	399 00
St. Roch de Quebec and Stadacona	O. Matte	1½	6	12 "	75 00
St. Roumald d'Etchemin and Railway Station (G.T.)	J. B. Lambert	1	12	12 "	200 00
St. Rosaire and Railway Station	O. Guillemette	5	6	12 "	138 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ste. Rose de Watford, Post Road and Lac au Vase	J. L. Lamontagne	6	6	3 months (to June 30,'10)	62 71
Ste. Rose de Watford and Railway Station	do	5½	6	9 " (from ").	217 50
Ste. Rose du Dégélé and Railway Station	A. Soucy	½	12	12 "	90 00
Ste. Sabine de Bellchasse and Railway Station	D. Letourneau	7	6	9 " (from July 1,'10)	175 53
St. Samuel de Horton and Railway Station	D. Bergeron	7	6	12 "	248 00
St. Samuel Station and Railway Station	J. Rodrique	⅓	6	12 "	36 00
St. Sauveur de Quebec and Sans Bruit	L. Guignard	1	12	12 "	90 00
St. Sebastien de Beauce and Railway Station	E. Duquette	3	12	12 "	48 25
St. Sebastien Station and Railway Station	P. Marceau	150 yds.	12	3 " and 22 days (to July 22, '10)	18 59
St. Sebastien Station and Railway Saation	J. Rouleau	150 yds.	12	8 mos. and 9 days (from July 22, '10)	41 41
St. Severin de Beaurivage and Railway Station.	A. Lachance	5½	6	12 months	180 00
St. Simon de Rimouski and Railway Station	E. Caron	1	12	12 "	95 00
St. Siméon and Tadousac	A. Poitras	26	4 & 3	12 " and arrears	1,204 31
do do	H. Dufour			Shelter camp for couriers	40 00
St. Stanislas de Champlain and Railway Station, C.N.	J. A. Tessier	1¼	12	11 mos. (from May 1, '10)	44 96
St. Sylvère and Railway Station	F. Faucher.	6	6	12 "	240 00
St. Thêcle Railway Station. G.N.	J. B. Francoeur	1	12	12 "	85 00
St. Tite and Railway Station	S. Lacoursier	⅓	12	12 "	80 00
St. Tite des Caps and Railway Stn.	A. Renaud	7	as req.	2 " (from Feb. 1, '11).	4 00
St. Valère de Bulstrode and Railway Station.	N. Dureault	4½	6	12 "	115 00
St. Valier and Railway Station	E. Chabot	3	12	12 "	100 00
St. Victor de Tring and Railway Station	R. Plante	1	12	12 "	50 00
St. Wenceslas and Railway Station	T. Frechette	3	12	12 "	125 00
St. Zacharie and Railway Station	N. Larochelle	17	6	7 " and 6 days (to Nov. 6, '10.	271 23
Sayabec and Railway Station	L. Joubert	1⅛	12&13	12 "	77 12
Scott Junction and Railway Stn.	N. Henri	⅛	24	12 "	105 00
Seven Islands and Steamer Montcalm	P. E. Vigneault.			Special service	6 57
Sellarville and Catch Post	H. Sellars	½	6	12 months	80 80
Shannon and St. Gabriel Station	J. Griffin	1	1	12 "	13 00
Shenley East and Railway Station.	J. Blais	9	6	12 "	305 00
Shigawake and Railway Station	L. Huard	3½	12	12 "	180 00
South Dudswell and Railway Stn.	O. Lepitre	3½	6	12 "	100 00
South Ham and Weedon Station	M. Bouchard	2½ & 9	12&6	12 "	475 00
South Quebec and Railway Station.	P. Bernier	¼	30	9 " (to Dec. 31, '10)	75 00
Stanfold and Railway Station	N. Lacourse	250 yds.	24	12 "	72 00
Stoneham and Tewkesbury	J. Falardeau	7½	2	12 "	65 00
Tadousac and Wharf	H. Marquis	1	as req.	Season, 1910	109 35
Thetford Mines and Railway Stn.	G. Brousseau	1	24&31	12 months	350 81
Thetford Mines West and Railway Station	A. Landry	504 yds.	12	4 " and 2 dys (to Aug. 2, '10)	33 97
Thetford Mines West and Railway Station	P. Turcotte	504 yds.	12	7 mos and 29 days (from Aug. 2. 1910	91 03

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Thibaudeau and Railway Station	A. Couture	5	6	12 months	172 00
Touffe de Pin and Catch Post	N. Mathieu	¾ acre.	6	12 "	50 00
Tring Junction and Railway Stn.	E. Lagneux.	400 feet.	36	12 "	90 00
Trois Pistoles and Railway Stn	N. Fortin	¼	26&21	12 "	121 43
Trois Pistoles East and Railway Stn.	H. French	100 yds.	6	12 "	70 00
Trois Rivières and Valmont	J. Petit	15	6	3 " (to June 30, '10)	99 50
do do	M. Genest	15	6	9 " (from "	298 50
Trois Saumons and Railway Station	F. Caron	2	6	9 " (to Dec. 31, '10)	60 00
do do	E. Cloutier	2	6	3 " (from "	20 00
Valcartier and Railway Station	R. Goodfellow	6½	6	12 "	227 17
Van Bruysel and Railway Station	F. Faure	100 feet.	11-13	12 "	50 00
Vauban and St. Louis Railway Stn.	F. Levesque	½	12	6 " (from Oct. 1, '10)	30 00
Verret and Mail Catch Post	J. Verret, Jr	600 feet.	6	12 "	50 00
Village des Aulnaies and Railway Station	N. Caron	5	18	12 "	259 00
Villeroi and Railway Station	E. F. Roy	60 feet.	7 & 8	12 "	18 34
Vincennes and Railway Station	L. Dessureault	4½	6	12 "	199 00
Walker's Cutting and Railway Stn.	E. C. Labrique	188 yds.	12	12 "	32 00
Warwick and Railway Station	A. Cantin	200 yds.	12	12 "	36 00
Weedon Station and Railway Stn.	H. Bourget	¼	12&13	12 "	47 12
Whitworth and Railway Station	J. A. Ouellett	225 yds.	12	12 "	30 00
Wotton and Wotton Hill	N. Dion	4	3	12 "	80 00
Wotton and Wotton North	L. D. Breault	4½	3	9 " (from July 1, '10)	56 25
Transfer of mails at Lévis	A. Ouellet			12 "	660 00
do Matapedia	J. E. D'Anjou			12 "	192 00
do Richmond	P. Healy			12 "	400 00
do Rivière-du-Loup	E. Marchand			12 "	120 00
do Villeroi	E. F. Roy			12 "	15 00
				Total	145,658 28
				Less amount withdrawn from the Guarantee Fund	122 09
					145,536 19

APPENDIX B—*Continued.*

MONTREAL POSTAL DIVISION.

DETAILS of all payments for Mail Transportation in Montreal Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbotsford and Pauline	J. P. Rocheleau.	3	3	12 months	68 00
Abbotsford and Papineau d'Abbotsford	A. Rinville.	3	6	12 "	100 00
Abbotsford and Railway Station	P. St. Pierre	½	12	12 "	72 00
Abenakie Springs and St. François du Lac Station	F. Cartier	2⅓	18	12 "	300 00
Abercorn and East Pinnable	A. Jacob.	3½	3	12 "	94 00
Abercorn and Railway Station	M. L. Jenne	¾	12	12 "	80 00
Acton Vale and Railway Stations	E. Heneault	1/7	18	12 "	75 00
Acton Vale and St. Théodore	J. Bousquet	4	7	12 "	134 16
Adamsville and Railway Station	D. Daigle.	¾	12	12 "	89 00
Ahuntsic and Point Viau	A. Primeau.	⅖	12	12 "	60 00
Aird, Clarenceville and Miranda	J. D. Manning	6	4	12 "	250 00
Allan's Corners and Ralway Station	P. Barr	1	12	12 "	80 00
Alva and Sutton	H. G. Bates	3¼	3	12 "	78 00
Andrson's Corners and Huntingdon	J. Dawson	16	3	12 "	196 48
Ange Gardien and Railway Station	U. Labelle	⅙	12	12 "	100 00
Angeline and St. Alphonse de Granby	D. Fortier	4	6	12	125 00
Anjou and St. Barthelemi	O. Rouleau.	3	3	12 "	60 00
Arundel and Crystal Falls	J. Riddle	7	3	12 "	150 00
Arundel and Railway Station	W. Thompson	1½	6	12 "	93 60
Arundel and Rouge Valley	L. Marion	5½	2	12 "	75 00
Arundel Station and Mail Car	J. R. Gadoua.	....	......	4 " (7 d. to Aug. 7,'10	21 20
do do	G. W. Beriault	....	......	7 " and 24 d. (from Aug. 1 '10)	38 80
Ascot Corner and Railway Station	E. L. Darche	½	24	12 "	110 00
Ascot Corner and Westbury	E. G. Turner	4	3	12 "	51 00
Athelstan and Railway Station	J. Laberge	1⅛	12	12 "	150 00
Avoca and Pointe au Chêne	A. McPhee.	7	3	12 "	100 00
Ayers Cliff and Kingscroft	W. Demeret	6	6	12 "	214 16
Ayers Cliff and Brown's Hill	W. S. Badger	5	3	12 "	90 00
Ayers Cliff and Railway Station	A. E. Hurd	⅛	18	12 "	56 00
Baie d'Argenteil et St. Andrew East	J. Paquin	4	3	9 " (from July 1,'10	56 25
Baie d'Urfe and Railway Station	A. Vallée	¾	12	Season 1910	40 00
Baldwin's Mills and Corliss	W. K. Baldwin.	3	6	12 months	112 00
Barbeau de Saint Césaire and Saint Césaire	J. Angers	4	3	12 "	75 00
Bas de Sainte Rose and Ssinte Rore	E. Gascon	4	3	12 "	75 00
Bas du Sault and Sault-au-Recollet.	O. David	3	3	12 "	80 00
Bayonne and Ste. Elisabeth	F. X. Joly	3½	6	12 "	145 00
Beaconfield and Railway Station	U. Pilon	100 yds.	24	12 "	25 00
Beauharnois and Mélocheville	D. Brunet	3	6	12 "	140 00
Beauharnois and Railway Station	do	½	24	12 "	125 00
Beauharnois and St. Etienne de Beauharnois	P. Tessier	5	12	12 "	329 00
Beaurepaire and Railway Station	J. Legault	1½	12	Season 1910	50 00
Beaver and Railway Station	A. McArthur.	30 acres.	6	12 months	30 00
Bedford and Railway Station	Sheltus & Smith	¼	6	12 "	40 00
Beebe and Railway Station	L. P. House	⅕	12	8 " (2d. to Dec. 2,'10)	64 44
do do	do	¼	13	3 " (29 d. from ")	34 20
Beebe Junction and Marlington	W. H. Gay.	4¾	12	8 " and season 1910.	250 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Beebe Junction and Railway Station	J. Tyler	60 yds.	24	8 mos. (and 2 dys to Dec. 2, '10)	65 77
do do	do	60 yds.	25	3 " and 29 days (from Dec. 3, '10)	33 56
Beith and Railway Station	M. Hamilton	7	6	12 "	303 00
Belair and Neuville	H. Béland			Special trip	5 00
Belisle's Mills and Railway Station	I. Deschamps	150 ft.	12	12 months	50 00
Bellerive and Valleyfield	E. Rapin	18 acres.	12	12 "	133 25
Belœil Station and Railway Station	A. Charbonneau	220 yds.	30	12 "	60 00
Belœil Village do do	J. B. Dubois	1¼	18	12 "	240 00
Belœil Village and St. Marc	L. Collette	9	12	12 "	473 00
Beranger and Dunham	W. B. Cook	4	2	12 "	70 00
Berthier (en haut) and Berthier Junction	F. X. Piché	2½	1	12 "	13 00
Bertier and Railway Station	do	1	24	12 "	150 24
Berthier and St. Ignace	P. Moreau	3½	6	12 "	175 00
Berthier and Sorel	F. Crepeau	5	12	12 "	600 00
Berthier Junction and Fernetville	L. Brissette	1	6	12 "	75 00
Bethany and Roxton Falls	W. Lancaster	5½	3	12 "	100 00
Birchton and Railway Station	R. Bidgette	⅒	12	12 "	75 00
Birchton and Sand Hill	R. E. Labaree	4	3	12 "	96 80
Bishops Crossing and Brookbury	J. H. Leonard	7½	6	12 "	245 00
Bissonnette and Railway Station	E. Brouillette	1 acre.	12	12 "	12 00
Bois Blanc and Railway Station	E. P. Lafrenière	6 "	12	12 "	50 00
Boisbriand, Woodlands and Railway Station	P. Picard	10 a&2m	12	12 "	130 00
Bois de Filion and Rosemere	M. Chapleau	4	2	12 "	40 00
Bolduc Siding and Railway Station	W. Watson	¼	12	9 " (to Dec. 31, '10)	18 75
Bolton Forest and Eastman	A. Dingman	2	3	12 "	50 00
Bolton Glen and Knowlton	E. E. Cousins	3½	3	12 "	200 00
Bon Conseil, Carmel and Railway Station	C. Boisvert	3½ &3¼	6&12	12 "	225 00
Bondville and Foster	W. M. Hillhouse	4	6	12 "	187 48
Bord à Plouffe and Bord à Plouffe Ouest	O. Lavoie	2	6	12 "	50 00
Bordeaux and Railway Station	G. Picard	150 yds.	24	12 "	53 32
Bordeaux and Ste Dorothée	R. Seers	7½	12	12 "	479 00
Bordeaux and Sault au Recollet	A. Provost	2¾	12	12 "	310 00
Botraux and Ormstown	O. Bergevin	4½	2	12 "	42 00
Boucherville and Railway Station	A. Bemeur	133 yds.	24	12 "	96 00
Boulogne and Duncan Ry. Station	M. Girard	4	3	5 " (from Nov. 1, '10)	41 66
Bourlamagne and Railway Station	E. Précourt	3	12	Season 1910	12 00
Bournival and St. Barnabé	M. Grenier	3	3	12 months	75 00
Bout de l'Isle and Maisonneuve	Montreal Terminal Ry	11–6	12	12 "	500 00
Boynton and Fairfax	J. E. Lavers	4½	3	12 "	95 00
Boynton and Railway Station	A. R. Hills	¼	12	12 "	60 00
Bown and Robinson	H. C. Bown	4½	3	12 "	118 00
Brigham and Farnham Centre	A. Monast	2	6	12 "	95 00
Brigham and Railway Station	"	⅛	12	12 "	72 05
Brills and Knowlton	F. A. Knowlton	5	3 & 6	9 " (from July 1, '10)	186 51
Britannia Mills and Railway Stn.	N. Guilbert	60 yds.	12	12 "	25 00
Britonville and Hazel Land	J. Pollock	2¼	2	3 " (to June 30, '10)	8 58
do do	T. Pollock	2¼	2	9 " (from ")	25 74
Britonville and Morin Flats	T. Pollock	3½	3	12 "	72 00
Brodeur and St. Césaire	J. Viens	4	3	12 "	90 00
Brome and East Hill	A. L. Chamberlain	5	3	6 " (from Oct. 1, '10)	50 00
Brome and Railway Station	O. Lachambre	½	12	12 "	109 55
Brome and Turkey Hill	J. E. Chamberlain	5	3	6 " (to Sept. 30, '10)	37 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brome Centre and West Brome	E. Devlin.	5	6	12 months	250 00
Brompton and Bromptonville	H. Addison	4	3	12 "	80 00
Bromptonville and Côte St. Joseph	N. Boisvert	5	3	12 "	120 00
Bromptonville and Railway Station	J. Cartier	400 yds.	12	12 "	99 00
Brosseau Station and Railway Stn.	G. Dumontet	10 acres.	12	12 "	45 00
Brownsburg and Mount Maple	A. Tomalty	3½	2	12 "	65 00
Brownsburg and Roussilon	P. Lalonde	1¼	4	12 "	82 00
Brownsburg and Staynerville	A. St. Onge	3½	6	12 "	125 20
Bulwer and Railway Station	A. M. Wheeler	30 rods.	12	12 "	75 00
Bury and Crossbury	J. W. Ross	3	2	3 " (from Jan. 1, '11)	10 00
Bury and Hardwood Flats	W. R. Todd	3½	2	3 " (from ")	15 15
Bury and Keith	C. Morrison	8½	3	3 " (from ")	54 75
Bury and Railway Station	H. J. Wayland	½	12	3 " (from ")	18 75
Cabane Ronde and Railway Station	E. Dubé	10 acres.	6	12 "	50 00
Cairnside and Bryson Ry. Station	W. J. Cairns	2½	6	12 "	95 00
Calls Mills and West Brome	L. M. Call	2½	3	12 "	60 00
Calumet and Railway Station	E. C. Whinfield.	100 yds.	24 & 30	12 "	64 67
Canterbury and Scotstown	J. F. Groom	5	3	12 "	120 00
Capelton and Eustis	M. Barrette	2¼	12	12 "	153 00
Capelton and Railway Station	E. Galvin	550 yds.	24	12 "	80 00
Cap St. Martin and Village Belanger	A. Pagé	1	12	12 "	50 00
Carillon and Lachute	M. Campeau	10½	6	12 "	371 40
Carillon and Monalea	J. Allard	2	2	3 " (to June 30, '10)	13 00
do do	J. Vinette	2	2	9 " (from ")	39 00
Carillon, Pointe Fortune and Railway Station	A. Larocque	1	11&6	12 "	180 00
Carillon and St. Andrews	M. Campeau	2	6	12 "	90 00
Carlin's Corners and Pine Hill	T. Carlin.	3	1	12 "	39 00
Cartier and Emard	C. Daoust	2	2	12 "	25 00
Cartier and Valleyfield	do	5	2	12 "	52 00
Cascade Point and Railway Station	J. C. De Montigney	5½	12	12 "	361 68
Caughnawaga and Adirondack Jct.	N. A. Giasson	1½	6	12 "	70 00
Caxton and St. Barnabé	C. Garceau	5½	3	12 "	93 00
Cazaville and Dupuis Corners	F. Dupuis.	1¼	3	12 "	25 00
Cazaville and May Bank	J. McGibbon	2¼	6	12 "	65 00
Cazaville and Whites Station	J. T. Dupuis	4½	6	3 " (to June 30, '10)	29 00
do do	C. Hurteau.	4½	6	9 " (from ")	123 33
Cedars and Railway Station	I. Leroux	3	12	12 "	148 00
Chambly and Railway Station.	A. Allard	¼	18	12 "	70 00
Chambly and St. Hubert	E. Peltier			Special service	4 50
Chambly Canton and Ry. Station	P. Metivier	¼	18	12 months	100 00
Chambly Canton and Ste. Angele	J. E. Boulais			Special service	4 00
Chantelle and St. Theodore	J. Gregoire	4	2	8 months, 17 days (from July 15, '10)	35 50
Charette and Railway Station	J. de Charette	5 acres.	12	12 "	60 00
Charette and St. Barnabé	T. Boucher	5	6	12 "	98 56
Charlemagne and Railway Station.	O. B. Seguin.	1	24	12 "	144 00
Charrington and East Clifton	R. Cairns	4½	2	12 "	80 00
Chartierville and La Patrie	A. Lauzon	9	6	12 "	195 00
Chatboro and St. Philippe d'Argenteuil	J. Donaldson.	2½	3	12 "	46 00
Chateauguay and Railway Station	A. Desparois	1¼	18, 24	12 "	172 67
Cherry River and Magog	C. Smith.	4	6	12 "	185 00
Christieville and Railway Station	A. E. Newton	½	6	9 " (to Dec. 31, '10)	22 50
do do	N. Paradis	½	6	3 " (from ")	7 50
Chute Ste Ursule and Ste Ursule	G. Picotte	3½	3	12 "	60 00
Clairvans de Bagot and Ry. Station	O. Forest	5 acres.	12	12 "	31 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Clarenceville and Railway Station..	J. D. Manning..	½	18	12 months	125 00
Clarenceville and Wolfe Ridge.....	do ..	4½	6	12 "	175 00
Club Shawinigan and Lac Bellemare	D. Gélains......	9	3	Season 1910..	100 00
Coaticook and Gosselin's Mills	G. Thérien......	12	6	4 mos. (to July 31, '10)	105 00
do do ...	C E.Desjarlais..	12	6	8 " (from ")	300 00
Coaticook and Ladd's Mills........	M. J. Ladd	2¾	3	12 "	50 00
Coaticook and North Coaticook....	J. Meade.......	1½	12	12 "	85 00
Coaticook and Rivard's Corners....	A. Huot........	11	6	3 " (to June 30, '10)	81 25
do do	A. Racicot......	11	6	9 " (from ")	243 75
Coaticook and Railway Station.....	C. Johnson......	¼	12	12 "	48 00
Coaticook and Rock Island.........	H.A.Channell ..	26	6	6 " (to June 30, '10)	225 00
do do	A.E.Lincoln....	20	6	6 " (from ")	332 07
Coaticook and Street Letter Boxes.	N. Jalbert......	3/10	12	12 "	75 00
Coffey's Corners and Maplemare...	M.W. Seeky....	½	6	12 "	56 25
Como and Oka....	H. Laberge.....	1	12 & 6	12 "	263 50
Como and Pointe Cavagnol........	N. Castonguay..	3	3	12 "	93 75
Como and Railway Station........	M. Chipman....	1	24	12 "	120 00
Compton and Martinville........	D. C. Pierce	6	6	12 "	240 00
Compton and Railway Station.....	C. Demers	1½	6	12 "	46 95
Contrecœur and Railway Station...	U. St. Jean.....	7 acres.	24	12 "	160 00
Cookshire and Flanders............	A. J. Harvey....	4½	3	12 "	65 00
Cookshire and Island Brook........	J. Miller.. ..	10	6	12 "	174 00
Cookshire and Railway Station....	S. J. Osgood....	¼	36 &37	12 "	158 83
Corbin and Cowans................	A. Bouchard....	2	2	3 " (to June 30, '10)	7 50
do	do	2	6	9 " (from ")	67 50
Corbin and Frontier......	J. C. Gordon...	2	6	12 "	70 00
Cornwall and St. Regis.......	M. George.... .	6	2	6 " (to June 30, '10)	38 00
do	J. Thomas......	6	2	6 " (from ")	38 00
Coteau du Lac and Railway Station	A. Dumesnil....	¾	24	12 "	186 00
Coteau Landing and Railway Station................... .	E. Gauthier.....	2	25	6 " (to June 30, '10)	97 50
do do	L. Beaudette....	2	25	6 " (from ")	97 50
Côte des Corbeils, St. Augustin and Railway Station	E. Meilleur.....	6½ & 6½	6 & 12	6 " (to Sept. 30, '10)	116 10
do do	R. Filion........	1¼ & 1¼	6 & 12	6 " (from ")	110 00
Côte des Perrons and Ste Rose.....	J. A Young....	4	3	12 "	25 00
Côte Rouge and Côte St. Vincent..	M. St. Jacques..	6¾	6	12 "	274 00
Côte St. Emmanuel and Point Chateau...............	O. Besner.	2	3	12 "	35 00
Côte St. Hermas and Railway Station......	J. Legault	3	6	12 "	50 00
Côte Ste. Thérèse and Railway Station	N. Lanctot......	2 acres.	12	12 "	40 00
Covey Hill and Vicars.............	F.L. McDiarmid	2½	6	12 "	78 24
Cowansville and Railway Station..	P. E. Hauver...	¼	24	12 "	144 00
Cowansville and Sweetsburg.......	C. Williams ...	1½	6	12 "	65 00
Crabtree Mills and Railway Station	E. Crabtree & Sons..........	¼	12	12 "	40 00
Crossbury and Robinson...	J. W. Ross.....	3	2	9 " (broken period)..	30 00
Dalesville and Lachute..	J. Graham......	6	6	12 "	168 00
Dalesville and Louisa......	J. Neill....	5	2	12 "	62 40
Dalesville and St. Michel de Wentworth..........................	J. Richer.	11	2	12 "	110 00
Dalhousie Station and Railway Station...	T. S. Montgomery.........	120 yds.	24	12 "	130 00
Dalling and Valcourt..............	T. Carlin........	8½	3	12 "	165 00
Danby and St. Christine.....	F. Grise........	4½	6	12 "	200 00
Danville and St. George de Windsor	L. Roy.	11½	6	12 "	390 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
D'Argenson and St. François de Sales	A. Maisonneuve	4	3	12 months	100	00
D'Antray and Lanoraie	D. Bonin	4½	3	12 ″	80	00
Davidson Hill and South Durham	J. Proulx	7¾	3	12 ″	124	00
De Lesseps and Railway Station	X. Legault	50 ft.	6	6 ″ and 12 dys (from Sept. 19, '10)	5	32
Dell and Scotstown	M. J. McDonald	5½	3	12 ″	140	00
Delmont and O'Gilvies Corners	M. Finn	1¼	6	12 ″	75	72
De Queylus and Railway Station	J. N. Provost	12 acres.	12	12 ″	60	00
Derby Line, Rock Island and Railway Station	H. A. Channell	¾	24	8 ″ and 2 days (to Dec. 2, '10)	67	11
do do	do	¾	25	3 ″ and 29 dys (from Dec. 2, '10)	34	24
Desrosiers and St. Scholastique	E. Desrosiers	3½	3	12 ″	78	38
Dewittville and Railway Station	J. Holiday	¾	12	12 ″	100	00
Dieppe and St. Alexandre d'Iberville	P. Stewart	5	2	12 ″	100	00
Dixville and Railway Station	B. P. Baldwin	½	12	12 ″	60	00
Dixville and Tanguay	A. Tanguay	4	3	2 ″ (from Feb. 1, '11)	12	50
Doncaster and Railway Station	D. W. Poulin	50 acres.	12	9 ″ (to Dec. 31, '10)	22	50
Dorval and Railway Station	J. M. Descary	1¼	12 & 6	12 ″	166	66
Douglasburg and Napierville	N. Paré	2	3	12 ″	40	00
Dozois and Girard	A. Dozois	4	3	12 ″	70	00
Drummondville and Melbourne	J. Côté	24	6	12 ″	400	00
Drummondville and Railway Station	P. H. Blanchette	⅓	12	12 ″	50	00
do do I.C.	do	⅛	82 & 76	12 ″	193	03
Drummondville and St. Bonaventure	do	12	6	12 ″	325	00
Drummondville and Wickham Falls	do	7	2	12 ″	78	00
Duncan Station and Railway Station	P. Paul	2 acres.	6	12 ″	20	00
Dundee and Railway Station	J. Tyo	¾	24	12 ″	200	00
Dundee Centre and St. Agnes Station	T. Rowley	5½	6	12 ″	158	88
Dunham and Railway Stations	Sheltus & Smith	13 & 3¼	6	3 ″ (to June 30, '10)	131	50
do do	W. Sheltus	13 & 3¼	6	9 ″ (from ″)	474	75
Dunham and Sweetsburg	C. Williams	7½	6	12 ″	300	00
Dunkin and Highwater Station	C. R. Crowell	3	6	12 ″	100	00
Eastman and Railway Station D.M	C. H. Dingman	300 yds.	24	12 ″	75	00
Eastman Junction and Railway Station C. P.	S. W. Foster	6	6	12 ″	540	00
Eastman and St. Etienne de Bolton	P. Decelles	5	6	6 ″ (to Sept. 30, '10).	75	00
East Angus and Linde	D. B. Hall	1½	3	12 ″	50	00
East Angus and Railway Station	J. Planche	350¾ yds	24 & 25	12 ″	84	55
East Bolton, Bolton Centre and Channell	T. A. Vaughan	8¾	6	12 ″	342	44
East Clifton and Railway Station	J. Bailey	2½	6	12 ″	147	11
East Dunham and Sweetsburg Sta.	V. J. Gleason	6¾	6	6 ″ (to Sept. 30, '10).	127	50
do do	N. H. Harvey	6¾	6	6 ″ (from ″).	147	50
East Farnham and Railway Station	J. Bull	1	12	12 ″	140	00
East Hereford and Railway Station	J. A. Laverdière	⅓	12	12 ″	55	00
Eaton and Railway Station	H. H. Winslow	¾	12	12 ″	120	00
Echo Vale and Piopolis	C. Fournier	2¾	6	2 ″ and 14 days to June 14, '10	47	61
Echo Vale and Railway Station	J. P. Jones	33 yds	12	12 ″	25	00
Egypte and Upton	G. Vachon	8½	6	6 ″ (to Sept. 30, '10).	120	00
do do	N. Lussier	8½	6	6 ″ (from ″).	120	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Emileville and St. Pie	E. Morrisette	1	6	12 months	52	00
Entrelac and Lac Charlebois	A. Grégoire	1½	6	Season 1910	25	00
Farndon and Railway Station	J. Ponton	250 ft	12	6 mos. (to Sept. 30, '10)	35	00
do do	D. Lamarre	250 ft	12	6 " (from ")	35	00
Farndon and Stanbury	J. Ponton	6	4	9 " (to Sept. 30, '10)	75	00
do do	D. Lamarre	6	4	6 " (from ")	75	00
Farnham and Magenta	J. E. Brosseau	5	2	12 "	72	00
Farnbam and Ry. Sta. C.P. & V. C.	P. Landry	200 yds	60	12 "	201	80
Farnham and North Farnham	H. K. Touchette	6	3	1 " and 7 days to May 7, '10	13	91
Farnham and Ste. Sabine	J. Barriere	6	6	12 "	200	00
Fief Choisy and Graham	A. Riley	3¼	3	12 "	70	00
Fontarabie and Railway Station	N. St. Louis	½	6	4 " (from Dec. 1, '10)	13	33
Fontenoy and Melbourne	W. J. Fraser	6	2	12 "	64	00
Fordyce Corners and Railway Sta.	H. A. Tilson	2½	6	12 "	150	00
Foster and Railway Station	E. C. Inglis	⅓	24	12 "	40	00
Foster and Waterloo	G. Stevens			Special trip	2	00
Franklin Centre and Geraldine	J. Jackson	4	3	9 mos. (from July 1, '10)	45	00
Franklin Centre and Hemmingford	G. M. Martin	16¾	6	6 " (to Sept. 30, '10)	187	50
do do	J. Saul	16¾	6	6 " (from ")	250	00
Franklin Centre and Huntingdon	G. Hawes	20½	6	12 "	783	25
Franklin Centre and Starnesboro	S. Huet	2	6	12 "	70	00
Frelighsburg and North Pinnacle	W. L. Sager	6½	6	12 "	338	00
Frelighsburg and Railway Station	do	¼	12	12 "	120	00
Frelighsburg and St. Armand Sta.	N. Rhéaume	16	6	12 "	440	00
Frost Village and Waterloo	A. McKinney	2½	6	12 "	96	00
Fulford and Laroche	J. R. Armstrong	3	3	12 "	74	00
Fulford and Railway Station	H. Booth	⅓	12	12 "	60	00
Gallup Hill and Melbourne	E. J. Gallup	2¾		3 " and 11 days (from Dec. 21, '10)	18	24
Galson and Gould	M. Morrison	5½	3	12 "	90	00
Gamelin and Railway Station	E. Pronlx	5 acres	24	12 "	10	00
Gasparine and Holton	F. Delage	3½	2	12 "	34	00
Georgeville and Magog	O. H. Hutchins	10	6	3 " (to June 30, '10)	93	75
do do	A. McLean	10	6	9 " (from ")	375	00
Georgeville and Magoon's Point	I. Merrill	5½	2		52	00
Georgeville and Smith's Mills	L. C. Stowell	12	6	6 mos. (to June 30, '10)	200	00
do do	J. M, Clifford	12	6	6 " (from ")	225	00
Georgeville and Wharf	D. A. Bullock	100 yds	12	Seasion 1910	15	00
Geraldine and Stockwell	J. Jackson	3½	2	3 mos. (to June 30, '10)	8	00
Girard and Railway Station	C. Gagnon	70 yds	12	12 "	24	00
Glenada and Railway Station	M. Marcouiller	150 yds	12	12 "	50	00
Glenelm and Railway Station	T. S. McFarlane	150 yds	18	9 " (from July 1, '10)	18	75
Glen Iver and Sherbrooke	D. Gendron	7½	6	12 "	175	00
Glen Sutton and Railway Station	S. Courser	¼	12	12 "	100	00
Golden Bay and Railway Station	H. Hawk	125 ft	6	12 "	20	00
Gore and Railway Station	F. W. Burrill	⅓	12	12 "	125	20
Gould and North Hill	N. McDonald	4¼	4	12 "	130	00
Gould and Red Mountain	A. G. McKay	5	3	12 "	90	00
Gould and Scotstown	D. J. McLeod	7½	12	12 "	498	00
Gould Station and Railway Station	J. McLean	¼	12	12 "	60	00
Graham and Railway Station	W. Graham	12 acres	12	12 "	60	00
Granbors and Granby	P. Goyette	12½	3	12 "	115	00
Granby and Railway Station	T. A. Lynch	⅓	18	12 "	136	00
Granby and Ste. Cecile de Milton	W. T. Norris	9¾	6	12 "	300	00
Granby and Shefford Mountain	G. W. Williams	6½	3	12 "	115	00
Granby and West Shefford	S. Riendeau			Special service	2	00
do do	G. F. Payne			"	9	50
Grand Bernier and St. Jean	E. Moreau	3½	3	9 mos. (to Dec. 31, '10)	56	25
Grand Chicot and St. Eustache	S. Legault	4	2	12 "	60	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grande Frenière and St. Benoit	U. St. Amand	6	6	12 months	220 00
Grande Ligne and Paulhen	J. B. Lerin.	3	3	9 " (from July 1, '10)	56 25
Grande Ligne and St. Blaise	J. Perron	1	12	12 "	90 00
Grandmère and Ste. Flore	B. Lampron	4	6	12 "	163 93
Greenlay and Windsor Mills Stn	E. J. Morissette	½	6	12 "	50 00
Grenville and Harrington East	S. Caillier, Sr	22	3	12 "	347 50
Grenville and Railway Station, C.P.	L. Champagne.	2½	18	12	153 32
Hallerton and Hemmingford	G. Kinney	4¾	3	12 "	75 00
Hall's Stream and Hereford	W. J. Ellis	5⅛	2	12 "	104 56
Hall's Stream and Railway Station.	J. Heath	30 rods	24	12 "	64 00
Hardwood Flat and Robinson	W. R. Todd	3½	2	9 " (to Dec. 31, '10).	45 45
Hardwood Hills and Weedon Mills	E. Desaulnier	5	3	12 "	90 00
Harrington and Rivington	D. McIntosh	5	3	6 " (to Sept. 30, '10).	39 00
do do	J. A. McCabe	5	3	3 " (to Dec. 31, '10).	19 50
do do	W. R. McVicar.	5	3	3 " (from ").	19 50
Harwood and Railway Station	F. Daoust	2	6	12 "	75 00
Hatley and Railway Station	T. D. Hunter	3½	6	12 "	200 00
Hatley Centre and North Hatley	C. J. Edgar	2½	6	6 " (to Sept. 30, '10).	50 00
do do	J. W. McKay	2½	6	6 " (from ").	50 00
Helena and White Station	H. A. Donnelly.	4	6	12 "	160 00
Hemmingford and Roxham	A. B. Tennyson.	6	3	6 " (to June 30, '10).	33 74
do do	T. P. Upton	6	3	6 " (from ")	33 74
Hemmingford and Railway Station	G. M. Martin	½	6	12 "	46 95
Henrysburg and Lacolle	M. Garceau	8½	6	12 "	300 00
Henryville and Railway Station	F. L. Ecuillier	¼	18	6 " (to Sept. 30, '10).	73 50
do do	A. Lemieux	¼	18	6 " (from ")	62 00
High Forest and Sawyerville	R. J. McRae	4	3	12 "	80 00
Highwater and Railway Station	C. Gilman	5 acres	12	12 "	40 00
Holton and St. Clothilde	F. Dextras	2	6	7 " (to Oct. 31, '10).	53 34
do do	N. Bombardier	2	6	5 " (from ").	33 33
Honoréville and St. Cesaire	H. Neveu	3	3	12 "	75 00
Howard Valley and Morin Flats	O. Wood	4	2	12 "	50 00
Howick and Railway Station	H. Gamelin	9¼	24& 12	12 "	589 00
Huberdeau and Railway Station	I. Plouffe.	4 acres	6	12 "	50 00
Hudson and Railway Station	A. Vipond	⅙	24	12 "	80 00
Hudson, Hudson Heights and Railway Station	J. W. Mullen	¾ & ¼	24& 12	12 " and extra trips	103 00
Huntingdon and Railway Stn. G.T.	S. Davis	½	24	12 "	166 64
do do N.Y.C.	"	⅓	12	12 "	110 00
do do	F. Allard	⅓	6	12 "	55 00
Huntingdon and St. Anicet	C. Richer	13	6	3 " (to June 30, '10).	99 75
do do	C. Dumonchel	13	6	2 " (to Aug. 31, '10).	132 50
do do	S. Dupuis	13	6	7 " (from ")	350 00
Iberville and Railway Stn. C. V. & C. P.	A. Courtois	⅓	36	12 "	200 00
Iberville Junction and Railway Sta.	J. Perrault		12	6 " (to Sept. 30, '10)	12 50
Iron Hill and West Shefford	A. W. Beard	6¼	6	12 "	200 00
Island Brook and New Mexico	H. McNaughton	4½	3	12 "	59 60
Isle aux Noix and St. Valentin	W. Hetier	3	12	12 "	102 00
Isle Bizard and Railway Station	I. Boileau	3½	12	12 "	300 00
Isle Perrot and Ste. Anne de Bellevue	F. X. Monpetit.	5¼	6	12 "	184 00
Jette and La Visitation	H. Boisvert	6½	6	12 "	274 48
Jogues and St. Pie	D. Fontaine	5	3	12 "	120 00
Johnville and Railway Station.	A. Lindsay	⅕	12	12 "	78 25
Joliette and Railway Station, C.P.	A. Chamberland	½	24	12 "	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Joliette and Railway Station, G.T.	A. Tremblay	½	12	12 months	125 00
do do G.N.	"	½	12	12 "	125 00
Joliette and St. Melanie	J. Savoie	14	6	12 "	300 00
Joliette and St. Paul d'Industrie	A. Perreault	4	6	3 " (to June 30, '10.)	15 00
do do	L. A. Duhamel	4	6	9 " (from ")	54 75
Joliette and Street Letter Boxes	A. Chamberland	6	18	12 "	150 00
Kanawama and St. Sauveur	N. Leonard	4	6	Season 1910	27 20
Katevale and Magog	C. G. Tremblay	6	6	12 months	270 00
Keith and Robinson	C. Morrison	8⅓	3	9 " (to Dec. 31,'10.)	164 25
Kelvin Grove and Railway Station	D. A. MacFarlane	1½	6	12 "	100 00
Kierkoski and St. Charles River Richelieu	E. Charron	5	3	12 "	100 00
Kilbourne Siding and Railway Sta.	E. Charboneau	⅓	12	12 "	35 00
Kildare and St. Beatrix	E. Arbour	17¼	6	3 " (to June 30, '10.)	105 75
do do	E. Riopel	17¼	6	9 " (from ")	317 25
Killowen and St. Hermas	J. Lacombe	10	6	12 "	240 00
Kingsbury and Melbourne Ridge	R. Crack	5½	6	12 "	225 00
Kingsbury and New Rockland	W. Armstrong	2	6	12 "	108 00
Kingsbury and Railway Stn., O.M.	R. Crack	⅛	12	12 "	45 00
Knowlton and Railway Station	J. N. Robinson	¼	24	12 "	162 76
Knowlton and Sutton Junction	G. G. MacFarlane	7	6	12 "	391 25
Knowlton and West Bolton	S. P. Stone	3	3	3 " (to June 30, '10).	16 25
Knowlton Landing and South Bolton Station	H. G. Lane	4½	6 W & 12 S	12 "	270 00
Knowlton Landing and Wharf	L. P. Knowlton	300 yds.	12	Sêason 1910.	30 00
La Baie and Railway Station	J. A. P. Belisle	½	12	12 months	74 00
La Baie Shawenegan and Railway Station	D. Thibaudean	1¼	6	12 "	130 00
La Baronie and Railway Station	J. E. Messier	1	6	12 "	100 00
La Bataille and L'Acadie Station	M. Denault	4½	6	12 "	250 00
Laberge and Primeauville	L. Prudhomme	2½	3	12 .	75 00
L'Acadie and Ruisseau Desnoyers	J. Laporte	3	3	12 "	70 00
L'Acadie and Railway Station	F. Bourgois	16 acres.	12	12 "	90 00
Lac Bellemare and Shawenegan	D. Arvisais	9	6	12 "	312 00
Lac Charlebois and Lac Masson	P. Gauthier	5	6	Season 1910	105 00
Lac Echo and Lesage	A. Desjardins	3	6	7 days (to Sept. 30, '10).	24 00
La Chapelle and St. Jerome Sta.	N. Bouvrette	3	6		125 00
Lachenaie and Terrebonne	A. Morache	4½	6	12 months	160 00
Lachine and Convent Station	J. P. Robert			Special service	1 75
Lachine Railway Station and Letter Box	Z. Rosseau	48			949 08
Lachine Rapids and Railway Sta.	D. Dunberry	2	6	12 months	125 00
Lachine Station Letter Box and Railway Station	W. E. Boyes		12	12 "	30 00
Lachute and Lachute Mills	J. Quesnel	1	18	12 "	175 00
Lachute and Lakefield	R. Evans	9	3	12 "	125 00
Lachute and Railway Station	H. M. Gall	3/20	24	12 "	161 96
Lachute and Shrewsbury	G. B. Robinson	14½	3	12 "	156 00
Lac Manitou and Railway Station	D. Lavert	20 acres	6	12 "	50 00
Lac Manitou South and Ste. Agathe des Monts	A. Lallier	4	6	Season 1910	80 00
Lac Marois and Shawbridge	C. St. Amour	3½	6	"	80 00
Lac Masson, Lac Charlebois and St. Emile de Montcalm	L. Poudrier	10-5	6	12 months	300 00
Lac Masson and Railway Station	W. Lacasse	4½	6	12 "	150 00
Lac Mercier and Railway Station	J. Dufour	50 yds.	6	12 "	30 00
Lac Nantel and Railway Station	D. Whelan, jr	100 yds.	12	12 "	35 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lac Tremblant and Railway Stn.	W. Guay.	2½	6	Season 1910	32 00
Lacolle and Odelltown	G. Hill				
do do	do	3¾	3	10 months & 22 dys (from May 10 '10	58 03
Lacolle Station and Railway Stn.	J. C. Boudreau.	300 yds.	12	12 „	45 00
Laflamme and St. Hector de Bagot.	A. Dragon.	4	3	3 „ (to Dec 31 '10).	6 25
La Guerre and Carr's Crossing.	J. Duhème.	8	6	3 „ (to June 30 '10).	87 50
do do	M. Duhrme.	8	6	9 „ (from „).	337 50
Lake Aylmer and Winslow South.	L. Bergeron	4	2	12 „	65 48
Lake Megantic and Railway Station	J. Beauchêne.	½	18 & 19	12 „	152 67
do do (Q.C.)	do	300 yds.	12	12 „	112 50
Lake Megantic Station and Postal Car.	I. J. Longchamp		12	12 „	100 00
Lakefield and North Gower.	S. Kerr	3½	2	12 „	50 00
Lanctot and St. Jacques le Mineur.	H. Beaudin.	2	3	12 „	50 00
Landreville and Ornistown Railway Station	W. J. Cleland	4½	6 & 24	12 „	272 72
Lanoraie and Railway Station.	R. Boucher.	6	6 & 12	12 „	84 58
L'Annonciation and L'Ascension.	R. Filiatrault.	12	6	9 „ (to Dec. 31 '10).	375 00
do do	A. Sarasin.	12	6	3 „ (from „).	125 00
La Patrie and Notre Dame des Bois	C. Valence.	9	6	12 „	180 00
La Patrie and Scotstown	T. Ricard.	9	12	12 „	350 00
La Patrie and West Ditton	J. Lambert.	3½	1	12 „	17 00
La Plaine and Railway Station	A. Gauthier	5 acres.	12	12 „	90 00
Laprairie and Railway Station.	J. Brisson.	¾	24	12 „	198 64
La Présentation and St. Hyacinthe.	L. Desmarais.	6	6	12 „	300 00
La Présentation and Salvail.	J. Audette.	1½	6	12 „	50 00
L'Artifice and St. Chrysostôme.	S. Renaud.	5½	6	12 „	150 00
L'Assomption and Railway Station.	H. Thouin.	1	24	12 „	150 00
L'Assomption and St. Sulpice.	J. Giard.	5	6	12 „	195 00
La Tortue and Railway Station.	E. Boire.	3 acres.	12	12 „	55 00
La Trappe and Oka.	J. Poirier.	3¼	6 & 12	3 „ (to June 30 '10).	37 50
do do	H. Laberge.	3¼	6 & 12	9 „ (from „).	167 32
Laurel and Lost River.	J. McClusky.	6	2	12 „	100 00
Laurence and Ruisseau St. George.	H. Durand.	2	3	12 „	60 00
Laurentides and Railway Station	P. Gauthier.	8 acres.	12	12 „	70 00
Lavaltrie and Railway Station.	J. Miron.	8	6	12 „	175 00
Lavaltrie Station and Railway Station	I. V. Lamoureux		12	12 „	18 00
Lawrenceville and Railway Station.	P. Hamel.	⅓	12	12 „	44 00
Lawrenceville and Rochelle.	M. Guilmain.	6	3	12 „	167 50
Leadville and Mansonville.	W. S. Brown.	8	3	12 „	155 00
Lemoyne and Railway Station.	W. Laurion.	200 ft.	12	6 „ (from Oct. 1, '10)	12 50
Lennoxville and Milby	E. Burton	5	6	12 „	150 00
Lennoxville and Railway Stations, (C.P. & G.T.).	W. H. Abbott.	70 yds.	12	12 „	60 00
Lennoxville and Railway Stations, (C.P. & B.M.).	do	12	36	12 „	144 00
Lennoxville and Spring Road.	W. J. Parnell.	4	2	12 „	65 64
Leopold and Morin Flats.	J. Riddell.	10	2	12 „	80 00
L'Epiphanie and Railway Station, (C.P.).	A. Gagné.	¾	12	12 „	120 00
L'Epiphanie and Railway Station, (G.N.).	do	¾	12	12 „	120 00
L'Epiphanie and St. Roch l'Achigan	C. Perreault.	6	6	12 „	250 00
Lesage and Railway Station.	G. Lalonde.	10 acres.	6	4 „ and 27 days (to Dec. 31 '10.	15 10
do do	J. Renaud.	10 acres.	6	3 „ (from „).	10 00
Les Dalles and St. Jacques.	L. Desrocher.	4	6	12 „	156 48
Les Hurons and Rivière des Hurons	E. Poirier	2½	6	12 „	125 00
Les Vieilles Forges and Trois Rivières.	E. Marchand.	7½	3	12 „	200 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Longueil and Railway Station......	A. Trudeau. ..	¼	24	....	125 00
Longue Pointe and Railway Station	H. Robert......	¾	12	7 mos. (to Oct. 31 '10)..	145 83
do do ..	E. Knapp	¾	12	5 " (from ")..	104 17
Lost River and Weir..............	A. Larose	10	3	6 " (to Sept. 30 '10)..	65 00
do do	J. Morgan	10	3	6 " (from ")..	148 20
Louiseville and Nancy..	R. Caron.......	6	2	3 " (to June 30 '10)..	15 00
do do	do	6	3	9 " (from ")..	56 25
Louiseville and Railway Station....	P. Lefebvre.....	8 acres.	36	12 "	240 24
Louiseville and St. Paulin.	A. Paille........	15	6	12 "	230 00
Louiseville and St. Ursule.	E. Grenier......	5½	6	12 "	148 00
Lower Flodden and Racine........	D. Thomson....	3½	3	11 " (from May 1 '10)	59 58
McCarthy and Sabrevois	A. Lemieux.....	3¼	6	12 "	150 00
McLeods Crossing and Railway Station	R. C. Van......	½	6	12 "	120 00
McNeils Crossing and Railway Station...........................	O. McNeil......	5 acres.	3	12 "	20 00
Mabel and Ogdensburg............	F. Lahaie.......	2½	3	12 "	105 00
Mabel and Staynerville............	do	3	3	12 "	45 00
Macdonald College and Railway Station....	T. F. Ward.....	¼	36 &30	12 "	78 75
Magog and Railway Station.	Sloan & Greene.	¼	12	12 "	100 00
Malmaison and Railway Station....	J. E. Tettermore	7 acres.	12	12 "	25 00
Malvina and Railway Station......	A. Mongeau....	¾	6	12 "	48 00
Mandeville and St. Gabriel de Brandon......	A. Paquin......	7	6	12 "	136 00
Mansonville and Railway Station..	S. H. Botterill..	2½	6	12 "	100 00
Mansonville and Valeperkins......	G. W. Jewitt...	5½	6	12 "	172 12
Maple Leaf and Sawyerville........	C. H. Loveland.	5	6	12 "	202 00
Marieville and Railway Station....	A. H. Hubert..	½	18	12 "	120 00
Mascouche and Rapide Mascouche.	N. Leveillé......	3⅓	3	12 "	90 00
Mascouche and Railway Station...	J. Brière.. ...	1¼	18	3 " (to June 30 '10).	22 50
do do	C. Beaudoin...	1¼	18	9 " (from ").	67 50
Melbourne and Richmond........	S. Cross........	1½	12	12 "	225 00
Melbourne and Upper Melbourne..	W. Davis.......	⅘	13	12 "	85 00
Menard Corner and St. Jean......	E. Granger	3	3	12 "	75 00
Menardville and Railway Station..	C. Lamoureux..	¼	6	12 "	50 00
Michaudville and St. Jude........	V. Phaneuf	6	6	12 "	169 00
Milan and Railway Station........	J. D. Morrison.	300 yds.	12	12 "	24 00
Milan and Valracine.....	B. Michaud.....	9	6	12 "	390 00
Milan and Whitwick..............	M.N. McDonald	5	2	12 "	128 00
Miletta and Railway Station.......	M. A. Murray..	143 yds.	6	12 "	25 00
Mille Isles and St. Jerome...... .	W. Elliott......	12	3	7 " (to Oct. 31, '10).	116 66
do do	M. Dawson.....	12	3	5 " (from ").	99 16
Milot and Yamachiche............	N. Milot........	3½	3	12 "	75 00
Minton and North Hatley.........	A. Johnstone. ..	2½	3	12 "	60 00
Mirabel and St. Hermas Station...	M. Desrosiers...	1⅓	6	12 "	90 00
Mitchell Station and Railway Stn.	O. Brouillard....	⅓	12	12 "	50 00
Montgenais and Ste. Justine Stn...	S. Lanthier.....	3 & ¾	6& 12	12 "	312 24
Montcalm and Railway Station....	E. Vincent......	1¼	12	12 "	165 00
Montcalm and Rawdon............	H. Hanna ...	6	6	12 "	200 00
Montfort and Railway Station.....	M. Boulaire....	4 acres..	12	12 "	36 00
Montreal and Bonaventure Station (Transfer of Mails)	Grand Trunk Railway Co.	....	......	12 " (and arrears less fine)....	2,363 26
Montreal, Christmas mail delivery..	Postmaster to pay sundry persons.......	....	.....	... .	795 50
Montreal, Conveyance of Letter Carriers...........	Montreal Street Railway Co...	....	......	12 months........	9,333 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Montreal and Railway Station, C.P.	Canadian Transfer Co........	......	.....	12 mos. (and extra trips).	9,314 50
do do G.N.	M. A. Campeau.	2½	18	3 " (to June 30, '10).	270 00
Montreal and Steamers...........	Shedden Forwarding Co...	2	.....	Special service....... ..	20 53
do do	Canadian Transfer Co.........	2	......	"	30 50
do do	H. S. Harwood, P.M., to pay..	2	.....	"	0 75
Montreal and Steamer Wharf......	do ..	½	......	Season 1910.............	193 00
Montreal, Receiving Houses and S. L. Boxes.............	do ..	....	.... ..	12 "	44,227 42
Montreal and Lachine.............	G. A. Giroux...	. .....	....	Special service.........	2 00
Mantreal and St. Henry....	N. McLellan....	....	..	Special trips......... .	1 00
Montreal and St. Laurent.........	L. Lamoureux..	6	6	12 months..............	800 00
Montreal and St. Leonard de Port Maurice........................	N. Roy.........	8¾	6	3 " (to June 30, '10).	68 75
Montreal and Youville......	J. Richard......	5	6	4 " (to July 31, '10).	26 66
Montreal South and Railway Stn..	F. X. Duquette.	$\frac{3}{10}$	12	12 "	40 00
Montreal West and Railway Stn...	D. J. Munro....	230 yds.	24	12 "	100 00
Montreal West and Upper Hensington............................	P. P. Duval....	1½	6	12 "	75 00
Mont Rolland and Railway Stn. ..	J. O. Proteau. .	4 acres.	12	12 "	40 00
Morin Flats and Railway Station..	F. E. Sadler....	6 acres..	12	12 "	48 00
Morrison Station and Railway Stn.	D. Rochon......	20 yds.	6	12 "	20 00
Moulin Lacroix and St. Calixte de Kilkenny..........................	N. Lacroix.. ...	4	3	12 "	117 00
Mount Johnson and St. Gregoire Stn	N. Bessette....	14 acres.	12	5 " (to Aug. 31, '10).	24 30
do do .	J. B. Tetreault..	14 acres.	12	7 " (from ").	59 28
Mount Oscar and Verte Vallée....	F. Carrière.	2	6	12 "	100 00
Mystic and Railway Station.......	C. J. Phelps....	5 acres..	12	12 "	50 00
Napierreville and Railway Station.	P. Bourgois.....	¼	12	12 "	75 00
New Erin and Railway Station....	J. Walsh.......	½	12	12 "	60 00
New Glasgow and Railway Station	F. Langlois.....	5 acres..	12	12 "	85 00
North Georgetown and Railway Stn	J. Turcot.. ...	½	6	12 "	60 00
North Hatley and Railway Station	B. A. Blossom..	300 yds.	31s & 18 & 24 w.	12 "	214 18
North Hatley and Reeds Crossing.	J. H. Turner....	⅞	12	9 " (to Dec. 31, '10).	30 00
do do .	B. A. Blossom..	⅞	12	3 " (from ").	22 50
North Stanbridge and Railway Stn.	F. Lamoureux..	12 acres.	12	12 "	94 00
North Stoke and Stoke Centre.....	J. Malenfant...	6	1 & 2	12 "	87 66
North Stukely and Railway Station	J. Marchessault.	1⅛	12	12 "	125 00
North Sutton and West Brome....	M. E. Darbe....	2	3	12 "	65 00
Norton Creek St. Remi and Railway Station....	W. Lemieux....	9 & ½	6 & 24	12 "	450 00
Notre Dame de Bonsecours and Village Richelieu.....	C. Seguin.......	4½	3	1 " (from Mar. 1, '11)	6 25
Notre Dame de l'Esperance and Ste. Julie de Verchères.........	N. Williams ...	5	2	12 "	50 00
Notre Dame de la Mercie and Ste. Lucie de Doncaster............ ..	C. Crepeau.	10	3	12 "	227 50
Notre Dame de Stanbridge and Malmaison Station..............	L. Belisle.......	3	6	12 "	90 00
Notre Dame de Stanbridge and Mystic Station..................	do	3	6	12 "	100 00
Noyan and Railway Station.	A. A. Derrick..	1	12	12 "	163 56
Paquette and Railway Station.....	E. Beauchemin.	1¾	6	12 "	89 00
Parc Laval and Railway Station...	D. Vanier......	5 acres..	18	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Park Avenue Extension and Sub P.Q. 41	M. M. Trottier	1	6	6 months (15 days from Sept. 16, '10)	27 03
Pearceton and Stanbridge East Stn	A. Barbe	4	6	3 „ (to June 30, '10).	29 00
do do	C. Jones	4	6	9 „ (from „).	97 50
Petit Bois and St. Lambert	J. A. Deschenes.	2½	6	12 „	80 00
Petite Cote Ste. Rose	D. Labelle	3	3	12 „	46 90
Petite Mascouche and Railway Stn.	E. Gagnon	100 ft.	12	12 „	36 00
Peveril and Ste. Justine Station	D. Menard	2½	6	12 „	100 00
Philibert and Ste. Ursule	A. St. Ives	4½	3	12 „	100 00
Philipsburg and St. Armand Station	J. M. Cadorette.	2	12	12 „	260 00
Pierreville and Pierreville Mills	L. C. Gauthier	4½	7	6 „ (to Sept. 30, '10)	116 66
do do	J.A. Dechesnaux	4½	7	5 „ (to Feb. 28, '11)	96 75
do do	L. Simard	4½	7	1 „ (from „)	15 75
Pierreville and Railway Station	A. Gill.	500 yds.	18	12 „	206 58
Pierreville and St. Zepherin	D. Chasse	13	6	12 „	575 00
Pincourt and Terrebonne	A. Gauthier	4	2	7 „ (to Oct. 31, '10).	28 00
do do	E. Lafontaine	4	2	5 „ (from „)	29 16
Piopolis and Echo Vale Station	R. McKay	11¼	6	1 „ and 7 days (to May 7, '10)	72 00
do do	F. McLeod.	11¼	6	12 „	425 41
Pointe à Calumet and St. Joseph du Lac	V. Labelle	2	6	12 „	75 00
Pointe au Chêne and Railway Stn.	A. Mathews	33 yds.	12	12 „	30 00
Pointe aux Trembles and Riviere des Prairies	F. Roy, Jr.	6¼	6	11 „ (to Feb. 28, '11)	137 50
do do	do	7⅜	6	1 „ (from „)	14 78
Pointe Clair and Railway Stations.	A. Brisbois	1	18 S. 12 W.	12 „	90 00
Pointe au Jour and St. Thomas d'Aquin	A. Chabot	¾	2	6 „ (to Sept. 30, '10)	22 50
do do	J. H. Laplante.	¾	2	6 „ (from „)	37 50
Pointe Fortune and Rigaud Station	J. Seguin	7	1	12 „	52 00
Pointe du Lac and Railway Station	N. Duval	25 acres	12	12 „	82 00
Pont Chateau and St. Clet.	O. Besner	2	6	12 „	84 00
Pont de Maskinonge and Railway Station	A. Laurent	9 acres	24 & 18	12 „	116 28
Pont de Maskinonge and St. Justin	J. A. Vermette.	5	6	12 „	150 00
Pont Mousseau and St. Roch de d'Achigan	A. Briere.	¾	3	12 „	97 00
Racine and Railway Station	L. Belisle	⅓	12	12 „	50 00
Racine and South Ely	N. Darby	1½	6	12 „	93 99
Rang de Dussean and St. Alexander Station	H. Duquette	3½	2 & 3	12 „	90 61
Rang Portage and St. Didace	C. Coutu.	5	3	12 „	75 00
Rapide L'Allemant and Ste. Dorothee.	O. Lafontaine	3	6	12 „	120 00
Rawdon and St. Theodore	G. Mason	14	6	12 „	496 76
Renaud and Petite Rivière	T. Renaud	3	3	12 „	60 00
Repentigny and St. Paul l'Ermite	J. Larose	2	6	12 „	102 00
Riceburg and Railway Station	M. C. Chrysler.	¼	6	12 „	40 00
Rigaud and Railway Station.	J. Charlebois	¼	24	12 „	100 00
Rigaud and Rigaud Sur le Lac	H. Rochon	1½	6	Season, 1910	40 00
Rigaud and St. Redempture	A. Quesnel	6	6	12 months	198 32
Rigand and Val des Eboulis.	P. Quesnel	4	6	12 „	100 00
Rivière Baule and Railway Station	S. St. Jean	5	2	12 „	60 00
Rivière des Ecorces and St. Alexis des Monts	P. Barrette	3	3	1 „ (from Mar. 1, '11)	6 25
Rivière des Feves and St. Urbaine.	J. Marcil	2	6	12 „	100 00
Rivière des Hurons and St. Jean Baptiste de Rouville	J. Gladu	2½	6	12 „	125 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rivière des Prairies and Rivière des Prairies Ouest	J. Emard	3	3	12 months	70 00
Robinson and Railway Station	H. J. Wayland	½	12	12 " (to Dec. 31, '10)	56 25
Rock Forest and Railway Station	E. A. Clement	½	6	9 " "	30 42
do do	do	½	7	3 " (from "	11 83
Rock Forest and Suffield	E. E. Bean	3	3	12 "	91 00
Rocque Brune and St. Lazare	N. Cousineau	4	3	12 "	75 00
Rosemere and Railway Station	H. Labelle	200 yds.	12	12 "	25 00
Rougemont and Station and Railway Station	C. Ostigny	¾	6	12 "	50 00
Roxton East and Roxton Falls	E. Dalpe	3	6	12 "	180 00
Roxton Falls and Acton Railway Station	C. Girard	6	6	12 "	300 00
Roxton Falls and Railway Station	J. Masse	⅓	12	12 "	40 00
Roxton Pond and Granby Railway Station	E. Lussier	7½	6	12 "	300 00
Ruisseau des Anges and St. Roch l'Achigan	O. Lafortune	6	3	4 " (from Dec. 1,'10)	33 33
Ruisseau Plat and St. Didace	E. Trudel	7	2	12 "	100 00
Russeltown and St. Chrysostôme	W. J. Costello	3	6	12 "	100 00
St. Adèle and Railway Station	M. Longpré	1½	12&18	12 "	140 00
St. Adolphe de Howard and Ste. Agathe des Monts	C. Corbeil	7½	6	12 "	200 00
Ste. Agathe des Monts and Railway Station	N. Meunier	¾	24	12 "	325 84
Ste. Agathe des Monts and Ste. Agricole	M. Piché	15	2	12 "	200 00
Ste. Agathe des Monts and Ste. Lucie de Doncaster	G. Grenier	10	6	12 "	352 48
St. Aimé and Railway Station	E. Danis	9 acres	12	12 "	68 00
St. Alexander and Railway Station	T. Villeneuve	1	18	12 "	150 00
St. Alexis de Montcalm and Railway Station (C.N.)	J. W. Ethier	3½	6	11 " (from May 1,'10)	132 00
St. Alexis des Monts and St. Esprit	D. Duguette	6	6	12 "	175 00
St. Alexis des Monts and St. Paulin	F. Lambert	10	6	12 "	240 00
Ste. Angèle de Monnoir and Railway Station	J. E. Boulais	12 acres	12	12 "	100 00
Ste. Anne de Bellevue and Railway Station	A. St. Denis	1	18	12 " and extra trips.	100 90
Ste. Anne des Plaines and Railway Station	H. Patry	6 acres	12	12 "	75 00
Ste. Anne de Sorel and Sorel	C. Baron	3	6	12 "	70 00
Ste. Barbe and Ste. Stanislas de K.	A. Raymond	4½	6	12 "	120 00
St. Barnabé and Railway Station	C. Langelier	13 acres	12	12 "	30 00
St. Barnabé and Yamachiche	W. Melançon	12	6	12 "	312 00
St. Barthelemi and Railway Station	T. Julien	1½	18	12 "	127 48
St. Barthelemi Station and Railway Station	M. Lemarbre	10 acres	6 & 12	12 "	44 22
St. Bazile le Grand and Railway Station	E. Lalumière	$\frac{7}{10}$	7	12 "	50 00
St. Bonaventure and St. Francois du Lac	E. Duhaime	12	6	12 "	368 50
St. Brigide and Railway Stn. (C.V.)	P. Saurette	1¾	12	12 "	150 00
St. Brigide and Railway Station	W. McCormick	....	12	12 "	20 00
St. Bruno and St. Julie de Vercheres	A. Hébert	6	7	12 "	175 00
St. Calixte de Kilkenny and Railway Station	G. Therrien	10½	6	12 "	346 00
Ste. Cécile de Whitton and Railway Station	J. Belleau	¾	12	12 "	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ste. Cécile Station and Railway Station.	F. Leblond......	150 yds.	12	12 months....	20 00
St. Césaire and Railway Station....	E.A.Robidoux..	⅓	12	3 " (to June 30, '10)	10 00
do do ...	R.A.Beauregard	⅓	12	9 " (from ")	71 25
St. Césaire and Rougemont Station	E.A.Robidonx..	3	6	12 "	140 00
St. Charles, River Richelieu, St. Hilaire Stn. and Railway Station.	A. Geoffrion ..	10 & 6	12&6	12 "	800 00
St. Charles de Montcalm and St. Théodore.	E. Rivet.......	6	2	12 "	75 00
St. Clande Nord and Windsor Mills	F. Gagnon......	10	6	12 "	392 00
St. Cléophas and Railway Station..	A. Boncher.....	¾	12	12 "	100 00
St. Clet and Railway Station	M. Besner	⅙	24	12 "	97 50
St. Clet and Ste. Marthe.... . .	H. Campeau....	8	6	12 "	240 00
St. Colombin and Ste. Scholastique	M. J. Phelan....	14	6	12 "	405 00
St. Côme and Ste. Emilie de l'Energie............................	G. Grignon.....	9	6	12 "	279 00
St. Constant and Railway Station..	E. Longtin......	⅓	18	12 "	100 00
St. Cuthbert and Railway Station..	J. N. Belhumenr	3	12	9 " (to Dec. 31, '10)	150 00
do do	P. Destremps...	3	12 & 6	3 " (from ")	45 83
do do	S. Tessier.......	3	6	1 " (from Mar. 1,'11)	12 50
St. Cuthbert Station and Railway Station..................	N. Adam.......	5 acres.	12	12 "	35 00
St. Cyrille de Wendover and Railway Station	F. Bourgeois....	3 acres.	24	12 "	108 00
St. Cyrille de Wendover and St. Joachim de Conrval......... ...	A. Yergeau.....	7½	3	6 " (to Sept. 30, '10)	49 00
do do	H. Gamelin.....	7½	3	6 " (from ")	82 50
St. Cyrille de Wendover and St. Lucien........	H. Valois......	10	4	12 "	250 00
St. Damase and Raïlway Station...	M. Choinière....	4 acres.	18	12 "	90 00
St. Damien de Brandon and Ste. Emilie de l'Energie..	E. DeGrandpré..	15	6	12 "	350 00
St. Damien de Brandon and St. Gabriel de Brandon.......	A Bélanger	6	6	10 " and 24 days (to Feb. 24, '11)..	170 04
do do	do	6	6	7 " and 4 days (from Feb. 24, '11)..	22 10
St. David and Yamaska East.	J. Langlois......	6	6	6 " (to Sept. 30, '10)	60 00
do do	G. Danis........	6	6	6 " (from ")	54 50
St. Denis and Contrecœur Station..	E. Fontaine	8¼	18	12 "	470 24
St. Didace and St. Gabriel de Brandon	U. Aubin. .. .	6	7	12 "	135 13
St. Dominique and St. Hyacinthe..	R. Paradis......	5¾	7	12 "	328 80
St. Dominique Station and Railway Station..............	A. Séguin	350 ft.	12	12 "	30 00
St. Donat de Montcalm and St. Lucie de Doncaster..............	E. Viger........	15	6	4 " (to July 31, '10)	221 50
do do	D. Deslauriers..	15	6	8 " (from ")	393 33
St. Edmond de Berthier and St. Gabriel de Brandon............	R. Lauzon	9	3	12 "	147 00
St. Edouard and Railway Station..	I. Bombardier ..	1¼	12	12 "	68 00
St. Elie and Railway Station......	M. Garceau.....	4½	6	12 "	203 24
Ste. Elizabeth and Railway Station	H. Joly	10 acres.	12	12 "	72 00
St. Elzéar de Laval and St. Martin Junction.......	O. Ouimet......	2	6	12 "	115 00
Ste. Emilie de l'Energie and St. Jean de Matha..	C. Robitaille....	12¼	6	6 " (to Sept. 30, '10)	124 50
do do	J. Roch	12¼	6	6 " (from ")	124 50
Ste. Emilie de l'Energie and St. Michel des Saints......	D. Champoux...	33	4	12 "	765 32
Ste. Emilie Junction and Railway Station...........	A. Robillard....	¾	6	12 "	35 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Esprit and St. Julienne Station	H. Duquette	5	6	12 months	125 00
St. Etienne de Bolton and Eastman Railway Station	L. Decelles	5	6	6 " (from Oct. 1, '10)	75 00
St Etienne des Grès and Railway Station	E. St. Onge	1½	6	12 "	150 00
St. Eugène de Grantham and Railway Station	O. Morin	3½	12	3 " (to June 30, '10)	45 00
do do	A. Filion	7½	12	9 " (from ")	135 00
St. Eugène de Grantham and St. Guillaume Station	D. Belleville	8	6	12 "	280 00
St. Eustache and Railway Station	G. Lauzon	6 acres.	24	12 "	96 00
St. Eustache and St. Joseph du Lac	V. Labelle	11	6	12 "	300 00
St. Faustin and Railway Station	O. Paré	30 acres.	12	12 "	170 00
St. Faustin Station and Railway Station	A. Poirier	4 acres.	12	12 "	50 00
St. Félix de Valois and Railway Station	G. Gravel	¾	24	12 "	200 00
St. Félix de Valois and St. Jean de Matha	M. Houle	8	6	6 " (to June 30, '10)	74 50
do do	A. Eurand	8	6	6 " (from ")	74 50
St. François de Sales and Railway Station	S. Charbonneau.	150 yds.	12	12 "	56 25
St. François Xavier de Brampton and Windsor Mills	J. Labbé	4	6	12 "	150 00
St. Gabriel de Brandon and Railway Station	E. Beausoleil	½	24	12 "	180 00
St. Geneviève de Pierrefonds and Saraguayville	I. Boileau	3	3	12 "	50 00
St. Gérard de Yamaska and Railway Station	O. Nadeau	2		12 "	100 00
St. Germain de Grantham and Railway Station	D. Girard	1	18	12 "	262 48
St. Guillaume and Railway Station	F. Taillon	½	12	12 "	100 00
St. Guillaume and Soucy	J. Soucy	3	3	12 "	60 00
St. Hector de Bagot and St. Liboire	A. Martin	7	3	12 "	100 00
Ste. Hélène de Bagot and Railway Station	L. Déry	9 acres.	12	12 "	30 00
St. Henri de Montreal and Railway Station	J. B. Breault	380 yds.	12	6 " (to June 30, '10)	33 32
do do	L. H. Stone	380 yds.	12	6 " (from ")	37 50
St. Hermas and Railway Station	J. Lacombe	4	6	12 "	125 00
St. Herminigilde and Villette	C. Morin	3	3	12 "	74 00
St. Hilaire Station and Railway Station	F. Martin	100 yds.	42	12 "	116 64
St. Hilaire Station and St. Jean Baptiste de Rouville	E. Lemonde	5	12	12 "	225 00
St. Hilaire Village and St. Hilaire Station	F. Leduc	¾	12	12 "	146 24
St. Hippolyte de Kilkenny and Shawbridge	N. Nadon	5¾	6	12 "	282 48
St. Hubert and Railway Station	A. David	⅓	7	12 "	65 00
St. Hugues and Railway Station	I. Phaneuf	½	24	12 "	156 00
St. Hyacinthe and Railway Station C.P	M. Cordeau	¼	18	12 "	175 00
St. Hyacinthe and Railway Stn	V. Cadorette	¼	6	12 "	75 00
do do	U. H. Robert	⅓	20	12 "	88 20
do do (I.C.R.)	M. Cordeau	½	12	12 "	49 00
do do (Q.C.)	Cadorette & Beaupré	⅓	18	12 "	120 00
do do (Q.S.)	M. Cordeau	½	6	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Hyacinthe and Street Letter Boxes	do	4½	12	12 months	206 00
St. Hyacinthe Junction and Railway Station (Q.M. & S.)	do	4⅓	12	12 "	156 00
St. Ignace du Lac and St. Zenon	I. Charette	12	2	12 "	160 00
St. Isidore and Railway Station	E. Primeau	⅔	18	12 "	108 00
St. Isidore d'Auckland and Railway Station	E. W. Poulin	5 acres	12	3 " (from Jan. 1, '11)	7 50
St. Isidore Junction and Railway Station	W. H. Vézina	100 ft.	12	12 "	32 00
St. Jacques and Railway Station	G. Forest	5½	12	12 "	600 00
St. Jacques le Mineur and St. Philippe	A. Bisaillon	5	6	12 "	168 00
St. Jacques Nord and Railway Stn.	C. Pelletier	1	12	12 "	90 00
St. Janvier and Railway Station	M. Sauriol	18 acres	12	12 "	60 00
St. Jean and Railway Station (C.V. & C.P.)	J. Barsalon	⅓	64, 62 & 63	12 "	612 84
St. Jean and St. Luc	J. B. Georges	6	6	12 "	286 23
St. Jean and Street Letter Boxes	P. Massé	2½	19	12 "	214 68
St. Jerome and Railway Station (C.P.) and (C.N.)	F. Lachance	⅓	24	12 "	146 50
do do (G.N.)	do	⅔	24	12 "	350 00
St. Jerome Junction and Railway Station	C. Taillon	¼	12	12 "	75 00
St. Joachim de Berthier and Railway Station	J. Allard	½	12	12 "	66 00
St. Joachim de Shefford and Warden	M. B. Bachand	7	6	12 "	260 00
St. Joseph de Sorel and Sorel	F. Peloquin	1¼	6	12 "	50 00
St. Jovite and Railway Station	A. Belec	20 acres	12	6 " (to Sept. 30, '10).	55 00
do do	J. Forget	20 acres	12	6 " (from ").	75 00
St. Jovite Station and Railway Stn	R. G. Brown	83 yds.	12	12 "	40 00
St. Jude and Railway Station	F. X. Leblanc	5 acres	12	12 "	50 00
St. Julienne and Railway Station	D. Ethier	1½	12	12 "	175 00
St. Lambert and Railway Station	D. O. Davies	½	12	12 "	36 00
St. Laurent and Street Letter Boxes	E. Themens	....	12	12 "	150 00
St. Lazare and Railway Station	O. Pilon	2	18	12 "	210 00
St. Leonard de Port Maurice and Sub-Office 18	N. Roy	4½	6	9 " (from July 1, '10)	150 00
St. Liguori and Railway Station	T. Lapointe	1¼	12	12 "	140 00
St. Louis de Bonsecour and Railway Station	A. St. Martin	9 acres	12	12 "	65 00
St. Louis de Gonzaque and Railway Station	H. Pinsonneault	4	12	12 "	270 00
St. Louis Station and Railway Stn.	A. Roy	110 yds.	12	12 "	35 00
Ste. Madeleine and Railway Stn	I. D. Rainville	9/10	18	12 "	90 00
St. Malo and Railway Station	J. P. Perron	3¼	6	12 "	95 00
St. Marcel and Cavignac Station	O. Julien	4	6	12 "	200 00
Ste. Marguerite Station and Railway Station	J. B. Préfontaine	150 ft.	12 & 18	12 "	14 00
Ste. Marthe and Verte Vallée	L. Descary	1½	6	9 " (from July 1, '10)	56 25
Ste. Martine and Railway Station	P. Bedard	20 acres	24	12 "	115 52
St. Mary's of Ely and Valcourt	H. Carlin	7	3	12 "	140 00
St. Mathias and Village Richelieu	J. B. Adam	3½	6	11 " (to Feb. 28, '11)	114 58
do do	do	3½	12	1 " (from ")	20 83
St. Michel de Rouville and Railway Station	C. Ostigny	7/10	12	12 "	80 00
St. Michel Station and Railway Station	D. Inkel	200 ft.	6	3 " (to June 30, '10).	7 50
do do	L. H. Trudeau	200 ft.	6	9 " (from ").	22 50
St. Monique and St. Augustin Stn.	F. Giroux	2	6	12 "	98 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
St. Nazaire and Railway Station	O. Vertefeuille	3½	12	12 months	215 00
St. Norbert and Railway Station (G.N.)	A. Dubeau	3	12	12 "	199 00
St. Ours and St. Roch Station	F. Peloquin	2⅓	18	12 "	112 48
St. Ours Lock and St. Ours	A. Proulx	1¾	6	12 "	75 00
St. Paul L'Ermite and Railway Station	C. Seguin	10 acres	24	12 "	150 00
St. Paulin Railway Station and Hunterstown	P. Giguère	1 & 2	12 & 6	12 "	150 00
St. Philippe d'Argenteuil and Railway Station	E. Raymond	1	24	3 " (to June 30, '10)	45 00
do do	J. Chambers	1	12	5 " (to Nov. 30, '10)	37 50
do do	E. Raymond	1	12	4 " (from ")	24 66
St. Philippe de Laprairie and Railway Station	G. A. LeBlanc	6 acres	18	12 "	81 54
Ste. Philomene and Railway Stn	J. B. D'Amour	2⅝	6	12 "	69 00
Ste. Pie and Railway Station	J. Laperle	¼	12	12 "	46 50
St. Pierre de Sorel and Sorel	S. Salvail	3½	2	12 "	50 00
St. Placide and St. Scholastique	R. Legault	11½	6	12 "	350 00
St. Polycarpe and Railway Station	S. Daoust	½	24	3 " (to June 30, '10)	17 50
do do	J. Daoust	½	24	9 " (from ")	117 50
St. Polycarpe Junction and Railway Station	F. Brouillard	100 yds.	12	12 "	22 50
St. Robert and Railway Station	H. Dupré	5 acres	12	12 "	67 50
St. Romain and Railway Station	A. Collette	8	6	12 "	160 00
Ste. Rosalie and Railway Station	D. Vertefeuille	¾	12	6 " (to Sept. 30, '10)	32 50
do do	R. Simard	¾	12	6 " (from ")	62 50
Ste. Rose and Railway Station	N. Charrette	0·82	18	12 "	65 00
St. Sauveur and Railway Station	I. Plouffe	1½	12	12 "	60 00
Ste. Scholastique and Railway Stn	L. P. Savage	18 acres	24	12 "	80 00
St. Sébastien and Stanbridge Stn	A. Trahan	6⅛	12	12 "	445 00
St. Sébastein and Venice	T. Hunter	3½	2	12 "	50 00
St. Simon and Railway Station	H. Cloutier	30 acres.	12	12 "	135 00
St. Sophie du Lac and Railway Stn	P. Traversy	5 acres.	12	12 "	75 00
St. Stanislaus de Kotska and Railway Station	A. Brault	5 acres	12	12 "	50 00
St. Télesphore and Railway Station	E. Daoust	1¼	12	12 "	245 00
St. Théodosie and Verchères	W. Chagnon	6	6	12 "	160 00
Ste. Thérèse and Railway Station	M. Desjardins	⅖	24	1 " 22 dys.(to May 22, '10)	25 71
do do	do	⅖	42	10 " 9 dys (from ")	216 00
St. Thomas de Joliette and Ry. Stn.	H. Coutu	10 acres.	12	12 "	93 88
St. Timothée and Railway Station	C. Loboeuf, Jr.	1¼	18	12 "	133 48
St. Urbain and Railway Station	J. Marcil	4	12	12 "	199 00
St. Victoire and Sorel	A. Paulhus	9	6	12 "	450 00
St. Vincent de Paul and Railway Stn	C. Hogue	20 acres.	18	12 "	250 00
St. Zotique and Railway Station	A. Leger	2	12	3 " (to June 30, '10)	25 00
do do	J. Leger	2	12	9 " (from ")	75 00
Sabrevois and Railway Station	A. M. White	5 acres.	18	12 "	75 00
Savage's Mills and Railway Station	H. T. Tamlin	¾	6	12 "	70 00
Sawyerville and Railway Station	H. H. Hunt	⅛	24	12 "	100 00
Scotch Weedon and Railway Stn	D. MacLean	5½	3	12 "	109 00
Scotstown and Railway Station	R. B. Scott	¼	12	12 "	87 46
Shawbridge and Railway Station	A. D. Shaw	⅓	12	12 "	95 00
Shawenegan and Railway Station	V. Dugré	1	12	12 "	150 00
Shawenegan Falls and Railway Station, G.N	T. Lambert	½	12	12 "	181 87
Shawenegan Falls and St. Maurice Valley Station	do	½	18&24	12 "	242 27
Shawenegan Junction and Railway Station	J. L. Goulet	350 yds.	12	12 "	125 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sherbrooke — Special Christmas delivery	Imperial Laundry				1 50
do do	J. Harkness				1 50
Sherbrooke and Railway Station, B.M.	do	⅝	1w.2s.	12 months	646 75
Sherbrooke and C.P. and G.T. Railway Stations	G. Martel			Special trip	8 55
Sherbrooke, Railway Station and S. L. Boxes	D.W. Armstrong			12 months	784 07
Sherbrooke and Stoke Centre	J. Malenfant	9¼	6	12 "	313 00
Sherrington and Railway Station	B. Vantum	2½	12	12 "	174 00
Sixteen Island Lake and Railway Station	J. Patterson	2 acres.	12	12 "	50 00
Slatington and Windsor North	P. Bronillard	5	3	12 "	75 00
Smith's Mills and Railway Station.	C. A. Jenkins	7 acres.	12	12 "	63 00
Sorel and Railway Station, M. & S. and Q. S	A. Thibaudeau, Jr	½	24&12	12 " and arrears	357 21
Sorel and Street Letter Boxes	do	4½	18	12 "	450 00
South Roxton and Railway Station	A. D. Savage	75 yds.	12	12 "	20 00
South Stukely and Railway Station	W. R. Johnston.	½	12	12 "	120 00
Spring Hill and Railway Station	D. M. McDonald	250 yds.	12	12 "	72 00
Spring Hill and Stornoway	C. Bourque	9	6	12 "	228 00
Stanbridge East and Railway Stn.	R. Kidd	43 rods.	12	12 "	80 00
Stanstead and Railway Station	H. A. Channell.	½	25&26	12 "	78 08
Staynerville and Railway Station	N. Leclair	30 yds.	18	12 "	18 00
Stonefield and St. Philippe Station.	G. Owens.	9	6	12 "	359 95
Stornoway and Tolsta	A. McDonald	4	2	12 "	65 00
Strathmore and Railway Station	M. S. Harnott		12	12 "	10 00
Summerlea and Railway Station	S. Constantineau	¾	12	12 "	75 00
Sutton and Railway Station.	W. F. Harris	$\frac{1}{10}$	18	12 "	90 00
Sutton and West Sutton	J. B. Strong	3½	3	12 "	78 00
Sutton Junction and Railway Stn.	A. W. Westover	30 yds.	12	12 "	75 00
Sweetsburg and Railway Station	R. Curley	¾	12	12 "	75 00
Terrebonne and Railway Station	E. Brière	⅘	24	12 "	133 32
Tetreauville and Railway Terminal	G. Gordon	1 acre.	12	12 "	35 00
Titns Station and Railway Station.	T. D. Ward	⅕	12	12 "	50 00
Three Rivers and Railway Station.	T. Chevalier	¾	61	12 " and extra trips	484 33
Three Rivers and Street Letter Boxes	do	7¼	18	6 " (to Sept. 30, '10)	132 90
do do	do	7¾	18	5 " and 4 dys.(to Mar. 4, '11)	120 27
do do	do	7¾	19	27 dys. (from ")	22 23
Three Rivers Stations and night mail trains	H. A. Lamarche			12 months	165 00
Valcourt and Railway Station	H. Balthazar	1¼	12	12 "	150 00
Valcourt and West Ely	N. Moffatt	7	6	12 "	170 00
Valleyfield and Railway Station, G.T	E. Rapin	¾	30	12 "	90 00
Valleyfield and Railway Station, N.Y.C	do	19 acres.	24	12 "	109 00
Valleyfield and Street Letter Boxes	J. B. Laniel	3½	12	12 "	175 00
Valmorin and Railway Station	P. Onellette	1½	12	12 "	125 20
Valin and Railway Station	P. G. Valois	3 acres.	12	12 "	60 00
Varennes and Railway Station	A. Malo	5 acres.	24&12	12 "	60 56
Varennes (snow blockade)	A. Demers				3 00
Vancluse and Railway Station	M. Turcotte	12 acres.	6	12 "	100 00
Vaudreuil and Railway Station	E. Gauthier	1¼	12	12 "	70 00

APPENDIX B—*Continued.*

Division, &c.—*Continued.*
DETAIL of all payments for Mail Transportation in Montreal Postal

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Verchères and Railway Station....	L. Dulude	12 acres.	24	12 months.......... ...	96 00
Versailles and Railway Station....	M. Tarte........	12 acres.	12	12 "	75 12
Village Richelieu and Railway Stn.	Z. Bessette. . ..	1/4	18	12 "	67 56
Village St. Onge and Railway Stn..	J. Marshand....	5 acres.	12	12 "	73 00
Ville St. Pierre and Railway Stn..	M. Doré........	1/2	12	9 " (to Dec. 31, '10)..	78 75
do do ..	A. M. Normandin	1/2	12	3 " (from ")..	26 25
Warden and Railway Station.. ...	W. F. Shores...	46 rods.	12	12 "	100 00
Waterloo and Railway Stations....	J. N. Hudon. ..	2/3	24	12 "	90 00
Waterville and Railway Station....	F. E. Hottham..	3/4	12	12 "	93 60
Weir and Railway Station	C. M. Davis....	50 yds.	6	12 "	30 00
Westbury Basin and Catch Post...	O. Lepitres.	100 yds.	6	3 " (from Jan. 1, '11)	25 00
West Brome and Railway Station..	C. E. Pettes....	1/3	12	12 "	58 32
West Shefford and Railway Station.	A. Beaudry.....	1/4	12	7 " (to Oct. 31, '10).	29 16
do do	E. Desagnon ...	1/4	12	5 " (from ")	20 84
White's Station and Railway Stan.	W.D.McCormi'k	100 ft.	6	12 "	25 00
Wickham West and Railway Stan.	E. Derosiers....	5 acres.	12	12 "	45 00
Windsor Mills and Railway Station	P. L. McCabe..	400 ft.	12	12 "	125 20
Windsor Mills and Railway Stations G. T. and O. M..........	M. Pye	....	......	12 "	336 00
Woodlands and Railway Stations..	G. Faubert	7 acres.	12	12 "	60 00
Yamachiche and Railway Station..	M. Gelinas.	1/3	12	12 "	75 00
Yamaska and Railway Station....	A. B. Robidoux.	6 acres.	18	12 "	75 00
Yamaska East and Railway Station	A. Lasalle......	1 acre.	18	12 "	45 00
Total..... .. ..$					174,119 07
Less amount withdrawn from the Guarantee fund . ... $					86 16
					174,032 91

APPENDIX B—*Continued.*

OTTAWA POSTAL DIVISON.

DETAIL of all payments for Mail Transportation in Ottawa Postal Divison, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Admaston, McDougall and Railway Station	R. Munhall	2 & 6	3	12 months	300 00
Alexandria and Kirkhill	A. Dewar	1	6	12 ″	385 00
Alexandria and McCrimmon	M. McLeod	9	6	1 ″ (to Aprll 30, '10.)	31 67
do do	T. J. Clark	9	6	11 ″ (from ″)	348 33
Alexandria and Railway Stn., (G.T.	A. J McDonald	1	24	12 ″	120 00
Alfred and Montebello	O. Lacroque	11	6	12 ″	475 00
Alfred and Railway Station (C.P.)	N. Pilon	2¾	12	12 ″	100 00
Alfred Station and Rail'y Stn. (C.P.)	J. Chamberland	¼	12	12 ″	25 00
Algonquin and Brockville	S. H. Whitmore	10½	6	12 ″	351 92
Algonquin and Glenmore	A. Throop	3	3	12 ″	111 50
Alice and Pembroke	A. Stresman	11	1	12 ″	55 00
Allumette Island and Pembroke	M. J. McGuire	7	3	12 ″	195 00
Almonte and Clayton	J. R. Proctor	10	6	12 ″	250 42
Almonte and New Meehal	T. Dutrizac	22 r.t.	3	12 ″	237 00
Almonte and Railway Station	R. Cochran	¼	36	12 ″	271 50
Althrope and Maberly	W. J. Norris	10½	2	12 ″	145 00
Angers and Cousineau	L. Campeau	6	2	12 ″	.50 00
Angers and Railway Station (C.P.)	W. Chartrand	¼	12	10 ″ (from June 30, '10)	75 00
do do	V. Moncion	¼	12	2 ″ (to May 31, '10).	37 50
Apple Hill and Martintown	A. McDonald	5	12	12 ″	384 00
Apple Hill and Munro's Mill	J. D. McDonald	5	3	12 ″	84 75
Apple Hill and Railway Stn. (C.P.)	D. D. Grant	¼	24	12 ″	143 52
Appleton and Carleton Place	E. Kitts	4¼	12	12 ″	198 00
Archer and Bouck's Hill	J. Warren	8¼	3	12 ″	84 00
Arklan and Rosetta	T. Young	3	2	12 ″	31 20
Arnprior and Railway Stn. (G. T.)	J. J. Grace	¼	12	12 ″	140 00
do do (C. P.)	do	½	36	12 ″	354 00
do do (C. P.)	A. Campbell	½	12	12 ″	195 00
Arnprior and White Lake	A. McNabb	12	6	12 ″	398 00
Ashdad and Railway Stn. (K. & P.)	T. Brydges	25 ft.	3	12 ″	25 00
Ashton and Prospect	W. Burrows	11	6	12 ″	475 00
Ashton and Railway Station (C. P.)	N. H. Conn	2	6	12 ″	100 00
Ashton Station and Railway Station (C. P.)	H. A. Switzer	20 yds.	6	12 ″	1 00
Augsburg and Eganville	J. P. Resmer	5	3	12 ″	85 00
Aultsville and Bush Glen	J. W. Hamilton	10 w	4	12 ″	190 06
Aultsville and East Williamsburg	W. Pruner	4½	3	12 ″	75 00
Aultsville and Nudell Bush	M. Hanefee-	4	3	12 ″	65 00
Aultsville and Railway Stn. (G. T.)	E. Alguire	½	6	7 ″ (to Oct. 31, '10).	33 00
do do	J. W. Sheets	½	6	5 ″ (from ″)	25 00
Avonmore and Railway Stn. (C. P.)	E. Warner	¼	24	12 ″	195 00
Aylwin and Railway Station (C.P.)	H. Anderson	2	12	12 ″	200 00
Bainsville and Curry Hill	J. E. Curry	3	3	12 ″	100 00
Bainsville and Railway Stn. (G. T.)	D. D. McCraig	⅛	24	12 ″	120 00
Balderson and Prestonvale	W. McFarlane	5	3	12 ″	70 00
Balvenie and Strains Corners	J. Holley	1	4s	2 ″ (to May 31, '10).	6 67
do do	A. Marchand	1	4 in.	10 ″ (from do)	33 33
Barb and Railway Station (C. P.)	A. A. Le Roy	3⅛ yds.	3 6	12 ″	239 66
Bark Lake and Barry's Bay	R. Skuce	5½	1 & 2	12 ″	58 81
Barry River and Dunraven	M. Belland	5	2	12 ″	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Barry's Bay and Ry. Stn., (G. T.)	W. Kirwan	300 yds.	12	12 months	62 60
Barryvale and Railway Stn. (C. P.)	F. Smith	¼	6	12 "	35 00
Baskatong and Maniwaki	J. B. Nault	36	1	12 "	175 00
Bassin du Liévre and Railway Stn., (C. P.)	Z. Chenier	¼	6	12 "	50 00
Bayard and Railway Stn. (C.P.)	J. E. Laroche	½	3	12 "	50 00
Beachburg and Railway Station	G. Strong	14½	6	1 " (to April 30, '10)	32 00
do do	M. T. Bates	14½	6	5 " (from ")	160 00
Beachburg and Cobden	M. T. Bates	24	6	6 " (from Oct. I, '10)	291 17
Bearbrook and Vars	T. Armstrong	3	6	12 "	155 00
Bearm and Lorrainville	L. Savard	5½	3	12 "	120 00
Bedard and Railway Siding	J. A. R. Bedard	½	4	3 " and 27 days(from Dec., 5, '10	8 08
Bellcott, P. O. and Ry. Stn., Franktown	T. A. Brown	2½	3	12 "	50 00
Bell Mount and Otter Lake	J. J. Dagenais	13½	3	12 "	347 75
Bell Rapids and Purdy	J. Hicks	8	1	12 "	75 00
Bells Corners and Ottawa	F. P. Leslie	10	6	12 "	395 00
Belmeades and Vernon	J. D. McPhail	4	3	12 "	78 00
Benoit and Casselman	S. Lalonde	5	3	12 "	50 00
Berwick and Glen Payne	A. D. McInnes	3½	3	12 "	100 00
Berwick and Railway Station, (N.Y)	J. W. Hutt	⅓	24	12 "	143 98
Bishop's Mills and Prescott	Robinson and Shields	16	6	12 "	500 00
Blackburn and Orleans	A. Charlebois	3	2	9 " (to Dec. 31, '10).	41 66
do do	E. Lefebvre	3	2	3 " (from ").	23 33
Blackburn Mines and Ste. Rose de Lima	H. L. Forbes	11¾	6	12 "	200 00
Black Donald and Mt. St. Patrick	J. Moore	10	1	13 "	60 00
Black River Depot and Dumoine	R. A. Ralph	22	1	12 "	125 00
Blakeney and Railway Station	R. F. Stewart	9/16	6	12 " and extra trips	80 75
Blanchard and Echo Beach	A. Smalian	16	6	Special trips	52 50
Blue Lake and Latourelle	C. Latourelle	7	1	12 months	50 00
Blue Sea Lake Railway Station(C.P)	F. A. Tetu	1	6	12 "	36 00
do do	do	1	12	Summer season 1910	10 00
Boileau and St. Remi d'Amherst	Xavier Godin	11	3	12 months	142 02
Boileau and Vernet	O. Charon	3	2	12 "	50 00
Bois Franc and Maniwaki	A. Lachapelle	9	2	12 "	94 67
Bonnechère and Killaloe Station	W. A. George	17½ & 8	2 & 2	12 "	420 00
Bonville and Cornwall	W. McPherson	10½	6	12 "	350 00
Booth and Schyan	J. R. Booth	32	1	12 "	175 00
Borromee and Orleans	T. Vachon	4	3	1 " (to April 30, '10).	8 75
do do	J. Guindon	4	3	11 " (from ").	96 25
Bouchette Railway Station and Six Portages	F. Nault	5 & 2	7 & 6	12 "	134 00
Bouck's Hill and Froatburn	O. L. Prunner	4	3	12 "	50 00
Bourget and Railway Stn. (C.P.)	J. Morin	1	12	9 " (from July 1, '10)	56 25
Bowesville and Railway Stn. (C.P.)	H. Graham	2	6	12 "	120 00
Bradley Creek and Lemieux	J. Leroux	3½	3	12 "	40 00
Braeside and Railway Station, (C.P)	Gillies Brother's (Limited)	1/16	12 s	12 "	1 00
do do	J. Gillies	1/16	12	12 "	50 00
Brays Crossing and Ry. Crossing	E. Kelly	300 yds	2	12 "	20 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 "	75 00
Brébeuf and St. Jovite	A. Piché	7	3	12 "	150 00
Brightside and Hopetown	W. G. Craig	4	3	12 "	99 00
Brisson and Railway Station	P. Brisson	4	3	12 "	75 00
Bristol and Railway Station	J. Laird	3½	6	12 "	145 00
Bristol Mines and Wyman	J. Ade	4½	6	17 days (to April 17, '10).	6 54
do do	J. Miller, Jr	4½	6	11 mos. and 13 days(from April 17, '10)	133 46

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bristol Ridge and Caldwell........	S. A. W. Horner	2¾	3	9 mos. (to Dec. 31, '10).	45 00
do do	M. J. Stenton ..	1-2¾	6 & 3	3 " (from ").	31 25
Britannia Bay and Railway Station	A. W. McKay..	185 ft	24 s	12 "	50 00
Brockville and Morristown (N.Y.)..	J. Lavine.......	2	6	12 "	160 00
Brockville and Street Letter Boxes.	J. McKenney ..	4	12	12 "	176 25
Brockville, Railway Station and Letter Boxes...	W. Lee	20 yds	as req.	12 "	25 00
Brockville, Railway Station and Letter Boxes.(C.P).............	do	1	as req.	12 "	190 00
Brockville, Railway Stn. and Letter Boxes, (C.P. & G.T.) Transfers...	do	20 yds	24	12 "	300 00
Brodie and Glen Robertson	V. Roussin......	5	6	12 "	220 00
Bromley and Douglas	M. Neville......	2¾	3	12 "	152 84
Brooke and Wemyss	E. Donnelly....	3	2	12 "	54 00
Brudenell and Killaloe Station.....	W. A. George ..	9¾	6	3 " (to June 30, '10).	97 50
do do	M. J. Bennett..	9¾	6	9 " (from ").	367 50
Bryson and Portage du Fort.......	J. Brownlee	8	6	12 "	156 50
Bryson and Railway Station......	do	5	12	12 "	99 00
Buchanan and Chalk River........	I. J. Walker....	10	1	12 "	80 00
Buckingham and Notre Dame de la Salette	T. Bisson.......	18	3	Part season 1910........	229 00
do do ..	N. Boisvenu....	18	3	Season 1919	180 00
do do ..	G. Bothwell	18	6	"	400 00
Buckingham and Railway Station..	C. W. Pearson..	3	24	12 months.	300 00
Budd Mills and Golden Lake......	J. W. Budd....	4½	2	12 "	85 00
Burbidge and RailwayStation,(C.P)	F. Nault.	1 acre	6	2 " (to Aug. 31, '10).	20 00
Burk's Corners and North Nation Mills.............	J. Wigney.... .	5	2	12 "	80 00
Burnstown and Renfrew...........	W. J. Sadler ...	8	6	12 "	423 24
Burnstown and Springtown........	J. Ostroski.	5½	3	12 "	115 00
Burnstown and Spruce Hedge.....	D. Kippen......	4	3	8 " (from Aug. 1,'10)	26 00
Burritt's Rapids and North Montague...........................	H. Thompson ..	7	2	3 " (to June 30, '10).	25 00
Calabogie and Railway Snt., (K.P.)	F. H. Baxter...	¼	12	9 " (to Dec. 31, '10).	66 08
do do ..	A. Legris	¼	12	3 " (from ").	21 56
Calabogie and White..............	J. Smith. ...	12½	2	12 "	125 00
Caldwell and McKee	M. J. Stanton ..	1	6	9 " (to Dec. 31,'10)	41 25
Caldwell's Mills and Railway Station, (K and P)............	H. B. Gray.	¾	12	12 "	75 00
Caledonia Springs and Railway Station, (C. P)................	I. Lalande......	350 yds.	12	24 "	153 29
Caledonia Springs and Ritshause ..	I. Lalande... ..	1½	6	12 "	60 00
Calumet Island and Dunraven.....	J. O'Hare	5	6	12 "	118 00
Calumet Island and Railway Stnt..	J. E. Cahill.....	1½	13	12 "	89 99
Cambridge and Ry. Stn. (N.T. & O)	O. Paquette	50 yds.	6	12 "	25 00
Campbell's Bay and Ry. Stn. (C.P.)	T. E. Mousseau.	40 yds.	24	12 "	50 00
Campbell's Bay and Smith Corners	D. D. Smith.. .	3	2	12 "	50 00
Canamore and Chesterville........	M. Robinson....	11	6	12 "	300 00
Cantley and Kirk's Ferry.....	D. W. Scott....	3	6	12 "	160 00
Cantley and Lucerne.....	C. Paquin......	16½	3	12 "	350 00
Cardinal Railway Station, (G.T)....	W. Dillon......	1	14	12 "	182 50
Cardinal and Shanly....	L. Bolton......	8½	6	12 "	313 00
Careton Place and McCreary	D. Sinclair.	4	6	12 "	250 40
Carleton Place and Ry. Stn., (C.P.)	J. McFarlane...	¾	48	12 "	313 00
do do	do ...	¾	68	12 "	125 20
Carlsbad Springs Ry. Sta.and(G.T)	T. L. Boyd	½	12	12 "	103 80
Carp and Huntley	F. A. Boncher. .	4½	6	12 "	140 00
Carp and Railway Station.........	J. H. Anderson.	½	12	12 "	81 38
Carsonby and North Gower. ...	B. Eeastman....	3½	6	12 "	100 00
Cascades and Railway Stn., (C.P.).	S. E. Wilson....	¼	12 as r.	12 "	156 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cashion Glen and Cornwall	T. Laplante	12¼	3	12 months	282 80
Carswell and Ry. Stn. (Goshan)	A. Stewart	500 yds.	3	12 "	50 00
Casselman and Lemieux	J. Leroux	8½	3	12 "	231 41
Casselman and Railway Station	A. Lalonde	250 yds.	24	12 "	70 00
Casselman and St. Albert	J. Ouimet	6⅘	6	12 "	240 00
Castile and Rochefort	T. Mullin	5⅓	3	12 "	160 88
Castleford and Castleford Station	W.J. Humphries	2¼	6	12 "	190 00
Castleford Stn. and Ry. Stn., (C.P)	Geo. McLaren	200 yds.	12	12 "	60 00
Cawood and Danford Lake	G. Foster	8	3	12 "	156 00
Cedar Hill and Pakenham	J. Connery	5⅓	3	12 "	112 50
Chalk River and Railway Station	T. Filed	200 yds.	12	12 "	84 97
Chapeau and Waltham Station	A. S. Maloney	9½	6	12 "	202 00
Chard and Pendleton	R. G. Brown	4	3	12 "	50 00
Charteris and Greer Mount	T. Judd	8	4	1 " (to Ap. 30, '10)	16 58
do do	B. Judd	8	4	11 " (from ")	182 42
Charteris and Tippins	T. Tippins	4½	3	8 " (f. Aug. 1, '10)	36 40
Chartrand and Navan	E. Chartrand	3	6	12 "	100 00
Chelsea and Railway Station	M. McClasky	3¼	12	12 "	75 00
Chemin Gonin and R. Stn., (C.P.)	N. Durocher	¾	10	1 " (to April 30, 10)	16 71
do do	B. Blanchette	¾	10	11 " (from ")	166 63
Cheneville and Duhamel	J D. Larose	13	2	12 "	156 00
Cheneville and Papineauville	J. L. Lisette	22	6	12 "	399 00
Chesterville and Crysler	D. J. Empey	12	6	12 "	381 50
Chesterville and Morrisburg	W. Ross	18⅓	6	12 "	390 00
Cheesterville and Railway Station	G. W. Shirkey	¼	36	12 "	320 00
Chichester and Nichabeau	J. Dunn	5	2	12 "	78 00
Christy's Lake and Manion	A. D. Chaplin	7	3	12 "	129 00
Chute Leon and Lac des Ecorces	S. Pilon	10	2	12 "	170 00
Clarence and Ry. Stn. Thurso	J. Waterston	3	12	12 "	375 00
Clarence Creek and Orient	E. Lalonde	5	2	12 "	75 00
Clarence Creek and R. Stn., (G. T.)	P. Brunett	1	36	12 "	110 00
Clayton and Galbraith	P. Command	6	2	12 "	65 00
Clayton and Halpenny	N. C. Halpenny	5	2	12 "	68 00
Clayton and Rossetta	A. W. Nolan	9¾	3	12 "	162 50
Clayton and Tatlock	W. J. Rintoul	11	3	12 "	137 00
Clement and Wright	T. Clement	8	1	Season 1910	42 00
Clantarf and Cormac	R. Millroy	10	3	12 months	280 00
Cobden Osceola	M. T. Bate	4 & 22¼	3	12 " (to May 31, 10)	49 67
do do	W. Blackwell	4 & 22¼	3	10 " (from ")	248 33
Cobden and Railway Station (C.P.)	J. S. Thacker	¼	24	2 " (to May 31 '10)	21 50
do do	W. Blackwell	¼	24	10 " (from ")	107 50
Colquhoun and Dunbar	J. J. Colquhoun	11½	3	12 "	182 00
Combermere and Craigmont	J. Stubbs	7	3	12 "	95 00
Combermere and Purdy	do	7	1	12 "	50 00
Combermere and Railway Station	J. C. Hudson	13	6	12 "	101 00
Cornwall and Cornwall Island	L. Benedict	2	2	12 "	25 00
Cornwall and Railway Station (G.T.)	J. McFarlane	1	6	12 "	120 00
Cornwall and Railway Station (N. Y. & O.)	Cornwall Street Ry. and Power Co	1⅕	24	12 "	234 75
Cornwall and Street Letter Boxes	J. Kennedy	4⅓	12	12 "	150 00
Cornwall Centre and Mille Roches	A. Johnston	2½	3	12 "	68 00
Cote St. Pierre and Lac Grosleau	D. Seguin	1½	6	12 "	60 00
Cote St. Pierre and Vinoit	A. Larose	5	3	5 " and 16 days (from Oct. 15 '10)	34 65
Crysler and Railway Station (N.Y. & O.)	G. Racine	¾	24	12 "	174 00
Cumberland and Railway Station (C.P.)	E. J. Paquette	2¼	12	12 "	299 00
Curran and Railway Station (C.P.)	N. Lalonde	2¼	12	12 "	150 00
Curran and Westminster	do	3	3	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cushing and Little Rideau	J. Little, Jr.	5	6	12 months	155 55
Cyrville and Ottawa	A. Cyr	3	6	12 "	187 50
Dacre and Esmonde	P. Curry	6	3	12 "	85 00
Dacre and Griffith	E. Godin	18	3	12 "	240 00
Dacre and Rail. Stn. and Caldwell	J. Legree	9	6	12 "	249 00
Dalkeith and Glen Robertson	V. Roussin			Special trips	9 00
Dalkeith and Railway Station (G.T.)	A. McLeod	¼	12 s.	12 months	62 60
Danford Lake and Railway Station	H. Heeney	5	6	12 "	225 00
Daniston and Ottawa	L. Proulx	10½	6	1 " (to April 30 '10)	25 42
do do	L. Lachaine	10½	6	11 " (from ")	320 83
Darcyville and Micaville	J. Haughain	6	2	12 "	95 00
Davidson and Railway Stn. (C.P.)	F. W. Burman	35 ft.	24 s.	12 "	30 00
Davis Mills and Pembroke	R. E. Davis	8	2	12 "	100 00
Diamond and Kinburn	J. MacMillan	3½	3	12 "	110 00
Dixon and Wales	Geo. Green	7½	6	12 "	209 00
Dixons Corners and Dundela	S. Steinberg	4	6	12 "	99 00
Dodd Lake and Chemin du Roi	A. Boucher	1 s. & 1½ w	3	12 "	50 00
Doherty and Rutledge	D. Doherty	3	2	12 "	50 00
Dominionville and Railway Station Maxville	A. Seguin	3¼	6	12 "	135 00
Donnell and Sand Point	J. O. Donnell	3	3	8 " (from Aug. 1 '10)	40 00
Douglas and Railway Station (G.T.)	T. Enright	1½	12	3 " (to June 30 '10)	24 50
do do	M. Neville	1½	12	9 " (from ")	149 25
Douglas and Railway Station (C.P.)	T. Neville	¼	12 s.	12 "	75 00
Doyle and Sheenborough	M. Meers	12	1	12 "	100 00
Duclos and East Oldfield	C. Diotte	6	3	12 "	75 00
Duclos and Wakefield	A. Vaillancourt	12	6	12 "	219 38
Dunbar and Grantley	W. L. Hart	5	3	12 "	106 25
Dunrobin and Railway Station South March	J. Smyth	20&25	3 & 3	12 "	433 74
Dyer and Moose Creek	T. McRae	3	3	12 "	50 00
Easton's Corners and Railway Station	D. Polley	3	6	12 "	175 00
Easton's Corners and Wolfred Centre	C. Baldwin	5½	2	12 "	78 00
East Templeton and Railway Station	A. Larivière	1	12	12 "	110 00
Edwards and Railway Station (N. Y. & O.)	C. Latimer	100 yds.	12 s.	8 " (to Nov. 30 '10	33 33
do do	R. Bikerton	100 yds.	12 s.	4 " (from ")	16 67
Eganville and Germanicus	A. Sack	10	3	12 "	96 00
Eganville and McGrath	J. J. McGrath	6	2	9 " (from July 1 '10)	71 25
Eganville and Railway Stn. (G.T.)	J. Bulger	1½	12	12 "	230 00
Eganville and Railway Stn. (C.P.)	B. P. Hartney	¼	12 s.	12 "	58 49
Eganville and Perrault	M. Power	6½	2	12 "	96 00
Elm and Tifth Line Crossing	R. A. Carruthers	¼	3	12 "	35 00
Elmside and Railway Station (C.P.)	M. M. McCredie	3½	6	12 "	150 00
Embrun and Longtinville	O. Maheu	3½	6	12 "	175 00
Embrun and Railway Station (N. Y. & O.)	J. Bruyère	½	24	12 "	150 24
Emmett and Killaloe Station	T. O'Grady	5½	2	12 "	104 00
Ettysville and Pendleton	H. McCauley	3	3	12 "	60 00
Evanturel and L'Orignal	M. Leclair	6	3	6 " and 15 days (from Sept. 15 '11)	43 48
Fabre and Ville Marie	D. Samson	12½	6	12 "	425 00
Fairfield East and Railway Station (C.P.)	T. E. Johns	1/16	3 & 6s.	12 "	70 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fallowfield and Richmond West...	Jas. Todd ..	$6\frac{1}{3}$	6 & 6	6 mos. (to Sept. 30, '10)	175 00
Fallowfield, Richmond West and Stittsville Station...............	J. Todd........	$6\frac{1}{3}$ & 7	6 & 6	6 " (from ")	468 00
Farmer's Union and Mild View. ..	J. Grier........	$3\frac{1}{2}$	6	1 " (to April 30, '10)	11 67
Farmer's Union and Donahue's Crossing	W.A.Leafaver..	$3\frac{1}{2}$	6	1 " (to May 31, '10)	11 67
Farm Point and Railway Stn.,(C.P)	S. H. Cross.....	350 yds.	6 &12	12 "	67 94
Farran's Point and Osnabruck Centre..........	J. A. Cameron..	6	6	12 "	205 50
Farran's Point and Railway Station (G.T.).....	J. A. Sheets....	$\frac{1}{3}$	12	12 "	100 00
Farrellton and Railway Stn., (C.P)	E. M. Farrell...	$\frac{1}{2}$	12	12 "	60 00
Farrellton and Stagsburg..........	A. Cruikshank..	5	2	4 " (to July 31, '10)	18 05
Fassett and Railway Station, (C.P)	S. Thomas......	$\frac{1}{3}$	24	12 "	100 00
Ferme Neuve and Rapide de L'Orignal....	L. Lafontaine...	12	3	12 "	300 00
Fieldville and Venosta	P. Mahoney....	$5\frac{3}{4}$	2	2 " (to May 31, '10)	5 83
Fieldville and Railway Station,Low	do	5	3	10 " (from ")	52 10
Finch and Goldfield...........	J. McMahon....	$2\frac{1}{2}$	3	12 "	65 00
Finch and Railway Station, (C.P.)	D. G. McMillan	$\frac{1}{3}$	12	12 "	90 00
do do (N.T.O)	do ..	$\frac{1}{3}$	24	12 "	180 00
Fitzroy Harbour and Galletta.	S. R. Larmonth.	4	6	12 "	200 00
Fitzroy Harbour and Woodlawn...	H. Weatherden..	10	6	12 "	303 00
Flower Station and Railway Station, (C.P.)................ ...	S. M Lyon	$\frac{1}{16}$	12	3 " (to June 30, '10)	6 25
do do ..	A. M. Deachman.	$\frac{1}{16}$	12	9 " (from ")	18 75
Falger Station and Railway Station (K.P.)	A. T. Stewart...	$\frac{1}{16}$	12	12 "	25 00
Forest Lea and Pembroke.........	I. McCashen....	6	2	12 "	100 00
Fort Coulonge and Leclair....	C. Germain.....	$4\frac{3}{4}$	2	12 "	61 75
Fort Conlonge and Railway Station.............................	T. S. Jewell....	$\frac{1}{3}$	24	12 "	148 00
Fort William and Pembroke......	A. S. Maloney..	22	6	12 "	245 00
Fort William and Wharf..........	J. McCool	140 yds.	12s	Summer season 1910	10 09
Foymount and Railway Stn., (G.T)	J. B. Gallagher.	$13\frac{3}{4}$	3	12 months	308 88
Foymount and Wolfe.............	H. Goelitz......	9	3	12 "	95 00
Franktown and Ry. Station, (C.P.)	R. Pierce.... ..	$1\frac{1}{2}$	12	12 "	170 00
Fraser Ridge and Ronthier........	A. Duval........	5	3	12 "	90 00
Gagnon and McAuley Siding, (G.T)	O. Gagnon......	600 ft.	6	12 "	20 00
Galbraith and Middleville.........	J. Hogg........	7	2	12 "	60 00
Galetta and Railway Station	J. Heneahan....	$\frac{1}{4}$	12	12 "	59 47
Gaudette and Kippewa..	A. J. Kelly.....	21w.40s.	1	11 " (to Feb. 28, '11)	275 00
do do	J. Cunningham.	21w.40s.	1	1 "	25 00
Glasgow Station and Ry. Stn.,(G.T)	MrsJ.B.Huteton	50 yds.	12	12 "	62 60
Gleen Brook and Williamstown....	D. McCrimmon..	$4\frac{1}{2}$	6	3 " (to June 30, '10)	31 25
do do	L. J. Leroux....	$4\frac{1}{2}$	6	9 " (from ")	111 00
Glenfarne and Post Road	S. Fitzpatrick..	$1\frac{1}{2}$	12	Summer Season 1910....	38 25
Glen Robertson and North Lancaster	D. Legault.....	$24\frac{1}{2}$	6	6 mo'ths (to Sept.30,'10)	214 06
do do ..	R. Cardinal.....	$24\frac{1}{2}$	6	6 " (from ")	214 04
Glen Robertson and Railway Station, (G.T.).......	A. D. McGillivray.........	100 yds.	21	12 "	153 33
Glen Smail and Prescott..........	E. Ellis.	$9\frac{1}{2}$	3	12 "	117 00
Glen Stewart and Iroquois.........	B. Larabé	$9\frac{1}{2}$	3w.6s.	3 " (to June 30, '10)	59 53
Glen View and Smith's Falls . ..	W. N. Lyle.....	6	2	12 "	87 50
Golden Lake and Railway Station, (G.T.).........................	J. C. Thur	1	12	12 "	121 88

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Golden Lake and Zadow	A. Zakow	5	3	12 months	103 75
Goldwin and Vinton	M. Flynn	3	3	12 "	85 00
Goodstown and Richmond	G. H. Moore	4	3	7 " (from Sept. 1, '10)	46 67
Gorman and Shamrock	J. Sammon	5	2	12 "	95 00
Gracefield and Lake Cayament	E. Mercier	13	2	12 "	200 00
Gracefield and McBean	D. Menard	4	3	12 "	78 00
Gracefield and Northfield Farm	P. St. Jacques	8	6	12 "	200 00
Gracefield and Point Comfort	C. Ross	13	2s.1w.	12 "	350 00
Gracefield and Railway Station. (G.T.)	J. J. Cameron	1	24	12 "	125 00
Gramont and Namur	C. Delfossis	5	3	1 " and 17 days (to May 17, '10)	12 84
Grant and Railway Station	J. Pilon	3	6	12 "	150 00
Green Valley and Railway Station, (C.P.)	H. Lefebvre	¼	24	12 "	100 00
Green Valley and St. Raphael, W.	O. Valade	7½	6	12 "	151 00
Griffith and Matawatchan	A. McPherson	13	3	12 "	247 49
Groves and Huntley	C. Edey	3	3	6 " (from Oct. 1, '10)	37 50
Groveton and Spencerville	A. Henderson	3	3	12 "	90 00
Guigues and Meaux	C. Perrault	7	2	10 " (from June 1, '10)	65 00
Guigues and Ville Marie	D. I. Lafreniere	11	6	12 "	400 00
Haileybury and Ville Marie	A. Fleury	13	6	12 "	800 00
Hailey Station and Queen's Line	J. C. Anderson	6	2	10 " (to Jan. 31, '11)	66 66
Halversen and Masham Mills	J. Moore	10¼	3	12 "	152 74
Hammond and Railway Stn. (C.P.)	J. Roy	½	12	12 "	100 00
Hammond and Vinette	W. J. Butler	7	6	12 "	175 00
Hardwood Lake and Palmer Rapids	A. Liedke	11	2	2 " (to May 31, '10)	17 33
do do	C. F. Welland	13	3	10 " (from ")	166 67
Harrison's Corners and Railway Station (N. Y. & O.)	J. Cleary	¼	6	12 "	68 86
Hawkesbury and L'Orignal	T. Hunault	6	12	12 "	235 00
Hawkesbury and Railway Station (Calumet)	W. Lawlor	5	6	12 "	400 00
Hawkesbury and Railway Stn. (G.T.)	B. McManus	¼	24	12 "	125 20
Hawkesbury and Stepney	T. C. Smith	2½	6	12 "	100 00
Hawkesbury and Vankleek Hill	B. McManus			Special service	8 00
Hawthorne and Railway Station (N.Y. & O.)	A. F. Graham	⅞	6	12 months	73 00
Hazeldeen and Stittsville	J. A. Cummings	3½	6	12 "	210 00
Heakston and Hyndman	W. B. Ellis	3	3	12 "	63 00
Henry and L'Orignal	L. Bertrand	4½	3	12 "	109 00
Herbert's Corners and Railway Station (Osgoode)	J. J. McEvoy	7	6	12 "	298 00
Heyworth and Railway Stn. (C.P.)	M. J. Moore	2	6	12 "	102 50
High Falls and Post Road	P. Pichette, Jr.	½ S. 2 W.	6	5 " (to Aug. 31, '10)	41 67
do do	C. Strebe	½ S. 2 W.	6	7 " (from ")	72 92
Hollow Glen and Railway Station (Breakenridge)	M. Burke	4½	2	6 " (from Oct. 1, '10)	35 00
Hopetown and Lanark	T. Stewart	7	6	12 "	235 00
Huberdeau and St. Remi d'Amherst	F. Leroux	9	6	12 "	270 00
Hull Railway Station and Ottawa	E. Masson	1 & 2	24S.66	12 " and extra trips	752 96
Hull and Street Letter Boxes	do	2½	12	12 "	150 00
Hull and Simmons	B. A. Simmons	8	2	12 "	99 60
Hunter's Point and Kippewa	P. Kelly	24W26S	1	3 " (to June 30, '10)	48 75
do do	J. Lumsden	24W26S	1	9 " (from ")	225 00
Hutchin's Cove and Donahue's Crossing	E. Tuck	7	6	10 " (fr. June 1, '10)	191 67
Inkerman and Suffel's Crossing	G. B. Daniels	2	24	12 "	266 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Inlet and Thurso	K. N.W. Biehler	20½	3	12 months	395 00
Innisville and Perth	D. Darcy	20	6	12 "	595 00
Ireland and McArthur's Mills	W. Inwood	5	2	12 "	62 40
Irena and Rowena	W. J. Mullin	3	6	12 "	100 00
Ironside and Railway Station (C.P.)	L. Cyr	½	12	12 "	40 00
Iroquois and Pleasant Valley	B. Larabee	14	6	9 " (from July 1, '10)	356 25
Iroquois and South Mountain	J. Ault	15	6	12 "	349 00
Jarnac and Ripon	J. B. Lacombe	8	1	3 " (to June 30, '10)	18 75
do	C. Lacombe	8	1	9 " (from ")	56 25
Jasper and Railway Station (C.P.)	H. S. Moffatt	¼	12 S.	12 "	45 00
Jellyby and C.P. Railway Station	W. Fitzgerald	300 yds.	3	5 " (to Feb. 28, '11)	20 83
do do	A. J. Smith	300 yds.	3	1 " (from ")	4 16
Jessop Falls and Plantagenet	H. Roy	7	6	12 "	300 00
Jockvale and Ottawa	A. Watt	16	6	12 "	800 00
Johnston's Corners and S. Gloucester	M. Stackpole	2	6	12 "	100 00
Joseph Farm and Maniwaki	J. Millar, Sr.	8	3S1W	12 "	46 28
Joynt and Lascells	S. Brooks	7	6S3W	6 " (from Oct. 1, '10)	100 00
Joynt and North Wakefield	do	9½	3	6 " (to Sept. 30, '10)	90 00
Jules and Lake St. Mary	A. Philion	10	1	4 " (to July 31, '10)	33 33
Kazabazua and Railway Stn. (C.P.)	T. Marks	2½	6	12 "	125 00
Kempton and Railway Stn. (C.P.)	E. H. Barnes	150 yds.	24	4 " and 8 days (to Aug. 8, '10).	8 90
do do	A. M. Forsythe	"	24	7 " and 23 dys. (from Aug. 8, '10).	16 10
Kemptville and Kempton Railway Station	J. Purcell	2	24	12 "	100 16
Kemptville and Merrickville	W. White	19½	6	12 "	625 00
Kemptville and Miller's Corners	G. A. Beggs	11¼	6	12 "	365 00
Kemptville and North Rideau	A. W. Powell	6½	3	12 "	120 00
Kemptville and Railway Stn. (C.P.)	S. C. Patterson	1	18	2 " (to May 31, '10)	35 00
do do	J. Purcell	1	18	10 " (from ")	175 00
Kiamiki and Wabasee	P. Filiatrault	11	2	12 "	195 00
Kiamiki and Val Barrette	R. Lacasse	8	6	12 "	172 59
Killaloe Station and Railway Station (G.T.)	M. Holly	100 yds.	12	12 "	62 60
Killaloe Station and Ruby	D. Doyle	6	3	9 " (to Dec. 31, '10)	71 25
Kilmarnock and Smith's Falls	W. H. Hunter	7	2	12 "	97 75
Kinburn and Limestone	J. Findlay	4	2	12 "	50 00
Kinburn and Panmure	E. D. Osborne	14	6	12 "	225 39
Kinburn and Railway Station, (G.T.)	E. D. Osborne	¼	12	12 "	62 60
Kingsmere and Chelsea Railway Station	W. P. Murphy	4	6	12 "	100 00
Kippewa and Railway Station, (C.P)	A. M. Cameron	200 yds.	12s	4 " (to July 31, '10	23 25
do do	W. McMullen	200 "	12s	8 " (from "	40 41
Kirk's Ferry and Railway Station, (C.P)	D. W. Scott	½	12	12 "	40 00
Kirwin and Lorrainville	E. P. Kirwan	8	1	6 " (14 d. to Oct. 14 '10)	27 98
Knightington and Railway Station, (C.P)	J. Menard	220 yds.	6	12 "	25 00
Labelle and Minerve	A B. Desmarteau	14⅓	3	12 "	262 50
Labelle and Railway Station, (C.P)	N. Nantel	14⅘	12	12 "	100 00
Lac des Ecorces and Val Barrette	J. Beauchamp	5	6	12 "	129 44
Lac Castor and L'Annonciation	H. Vallée	4	3	12 "	90 00
La Conception and La Conception, Station	J. Giroux	5½	6	12 "	135 00
La Conception Station and Railway Station, (C.P)	B. St. Jean	300 yds.	6	12 "	60 00
Lac Windigo and St. Emile de Suffolk	G. Nantel	17	1	12 "	159 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ladysmith and Martine Lake	M. J. Larose	5	1	12 months	40 00
Lake Dore and Osceola	M. Dick	9½	6	12 "	298 50
Lake St. Mary and Lemay	E. Poirier	3	3	12 "	60 00
Lake St. Mary and Railway Station (Kazubazna)	B. Emond	8½	6	12 "	224 00
Lake St. Mary and Ryanville	A. Philion	4	1	1 " (to Aug. 31, '10).	3 33
do do	B. Emond	4	1	7 " (from ").	48 33
Lalement and North Temiskaming.	J. Morin	12	1	10 " (to Jan. 31, '11).	83 33
do do	J. Grimard.	12	2	2 " (from ").	24 66
Lalonde and Plantagenet	H. Roy	5	3	12 "	90 00
La Macaza and Railway Station, (C.P)	A. Gillet	2¾	6	12 "	125 00
Lammermoor and Laurent Station.	R. Hart	14	3	12 "	350 00
Lanark and Middleville	G. Mather	7	6	12 "	189 00
Lanark and Perth	M. Murphy	12	12	12 "	744 00
Lanark and Watson's Corners	J. H. Fair	7	6	12 "	175 00
Lancaster and McGillivray's Bridge	A. Major	8½	6	3 " (to June 30, '10).	82 87
do do	L. J. Leroux	8½	6	9 " (from ").	183 75
Lancaster and South Lancaster	T. Caron.	1	6	6 " (to Sept. 30, '10).	62 50
do do	A. Stickler.	1	12	6 " (from ").	78 25
L'Annonciation and Railway Station (C.P)	E. Danis	¾	12	12 " (less fine).	99 00
L'Annonciation and Ste. Véronique	P. Chalut.	14½	6	12 "	400 00
La Passe and Westmeath	E. Bertrand	15 r. t.	6	12 "	195 00
Laverlochere and Lorrainville.	Z. Gaudet	9	3	11 " (to Feb. 28, '11)	143 00
Laverlochere and Ville Marie	do	15	6	1 " (from ").	43 75
Lefaivre and St. Thomas d'Alfred.	E. Gow	2½	6	12 "	70 00
Letter Kenny and Rockingham	J. Gallagher	6	1	2 " (to May 31, '10.	8 33
Limebank and Manotick Station, P.O	B. Hanna	3½	3	12 "	79 00
Linden Bank and Bellamy's Railway Station.	N. Briggs	3½	3	12 "	65 00
Lochaber Bay and Railway Station, (C.P)	L. J. Scott	½	6	12 "	42 00
Locksley Station and Railway Station, (G.T)	W. Meitz	200 yds.	6s	12 "	35 99
Loch Winnoch and Castleford Railway Station	A. J. Lindsay	3¼	3	12 "	116 00
Ladore and Watson's Corners	J. Lorimer.	7	2	12 "	65 00
Lord's Mills and Prescott.	J. Weir	9	3	12 "	195 00
L'Orignal and Railway Station (Calumet)	T. Hunault	3	6	12 "	350 00
Lorrainville and St. Eugène de Guigues	E. P. Kirwan	11	1	5 " (and 16 days from Oct. 15, '10).	33 02
Lorrainville and Ville Marie	J. Dufresne	6	6	11 " (to Feb. 28, '11).	214 50
Low and Railway Station, (C.P)	W. R. Irwin	1¼	12	12 "	125 00
Lumsdens Mills and Railway Station, (C.P)	J. Lumsden	¼	12	12 "	42 14
Luskville and Railway Station, (C.P)	E. Desbiens	2	6	11 " (and 14 days to March 14, '11).	76 22
do do	M. Lavigne	2	6	17 days from ").	6 61
Lytton and Moncerf	A. Lachapelle	6	1	12 months.	45 00
McAlpine and Railway Station, (C.P)	F. N. Carriere	50 ft.	6	12 "	48 00
McAlpine and St. Amour	L. Deschamps	12	6	12 "	349 00
McBean and White Fish Lake	A. Lafrenière	4	3w 1s	12 "	92 25
McDonalds Corners and Snow Road Station	W. A. McCulloch	24 r. t.	6	12 "	388 00
McKee and Railway Station, (C. P)	M. J. Stanton	50 yds.	12	12 "	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McReynolds Corners and Oxford Station, P.O	P. McReynolds.	5½	3	12 months	78 00
Maberly and Pratt Corners	W. Warrington.	7	1	12 "	30 00
Maberly and Railway Station, (C.P)	J. Manders	1¾	6	3 " (to June 30, '10).	27 30
do do	P. Monroe	1¾	6	9 " (from ").	66 75
Malakoff and Railway Station (Osgoode)	A. Higgins	12	6	12 "	235 00
Maniwaki and Moncerf	J. B. Nault	15	6	12 "	200 00
Maniwaki and Railway Station	A. A. Rochon	¾	24s	6 " (to Sept. 30, '10).	85 00
do do	L. Vaillancourt.	¾	24s	6 " (from ")	85 00
Maniwaki and River Joseph	L. Levesque	8	1	12 "	54 00
Manotick and Railway Station, (C.P)	J. Clapp	3½	12	12 "	260 00
Manotick and Watterson	do	3	3	12 "	75 00
Maple Ridge and McKee Ry. Stn.	T. McKee	1¾	6	12 "	93 90
Marble Bluff and Tatlock	J. Milne	3½	3	9 " (from July 1, '10).	37 50
Marionville and St. Onge	J. B. Bourgie	9	6	12 "	300 00
Mark Crossing and Railway Crossing, (C.P)	J. S. Labelle	150 ft	3	12 "	20 00
Maryland and Railway Station	S. Smith, Jr.	40	18	12 "	22 59
Maryland and Rutledge	Mrs. H. Flaherty	11	2	1 " (to May 1, '10)	7 08
do do	S. Trudeau	11	3	11 " (from ")	143 00
Maryland and Weirstead	R. McCaffrey	3	1	1 " (to April 30, '10).	1 67
Masson and Railway Station, (C.P)	Z. Chenier	¼	12	12 "	38 00
Maxville and Railway Station, (G.T)	S. A. Doucett	300 yds	18	12 "	150 00
Maxville and Riceville	W. H. Metcalfe.	17½	6	12 "	597 00
Meach Lake and Railway Station	J. Nelson	5½	6	12 "	155 60
Melvin and Winchester	P. Hitsman	4	3	12 "	90 00
Merrickville and Railway Station, (C. P.), night service	J. Mills	½	6	12 " (less fine)	111 50
Merrickville and Railway Station, (C.P.), day service	do	½	24	12 "	163 50
Metcalfe and North Osgoode	H. A. Morrison.	3	3	12 "	100 00
Metcalfe and Ottawa	Motor Transit, Ltd	20	6	12 "	500 00
Metcalfe and Russell	J. Watt	12	6	12 "	378 00
Metcalfe and Verrona	E. Biccum	6	6	12 "	190 00
Micaville and Perth	B. Byrne	6	4	12 "	300 00
Mille Roches and Railway Station.	G. W. Kezar	⅛	18	12 "	90 00
Missoula and Waltham Station, Railway Station	A. Donlan	5	2	12 "	65 00
Monkland Station and Warina.	W. R. McIntosh	3½	6	12 "	335 00
Monkland Station and Railway Stn.	do	150 yds	24	12 "	100 00
Montebello and Railway Stn., (C.P)	N. Charette, Sr.	½	24	12 "	106 25
Montebello and St. Amedée	E. McClusky	6	2	12 "	137 50
Montigny and Nominingue	V. Charbonneau	5	3	12 "	139 00
Montpelier and Ripon	J. Parent	7⅓	3	12 "	120 00
Moose Creek and Railway Station.	T. Dorey	¾	24	9 " (to Dec. 31, '10).	108 75
do do	F. Brunet	¾	24	3 " (from ").	33 75
Moose Creek and Sandringham	T. Dorey	4¼	6	12 "	176 75
Morehead and Clark's Railway Stn.	D. Clarke	⅛	6	12 "	20 00
Morrisburg and Waddington, (N.Y)	D. Roach	3	6	12 "	100 00
Morrisburg and Winchester	W. Ross	17	6	12 "	249 00
Moulinette and Railway Station	A. Foley	120 yds	12	12 "	60 00
Mountain and Railway Stn., (C.P).	S. W. Van Allen.	⅛	24	12 "	125 20
Mountain and Reid's Mills	T. Christle	8¼ w 7¼ s	6	12 "	247 75
Mountain and South Mountain	F. Barringer	3¾	12	12 "	95 00
Mountain and Vancamp	R. Richardson	3¼	6	12 "	80 00
Mount St. Patrick and Railway Sta.	J. J. Carter	8¼	3	12 "	200 00
Muldoon and Railway Station	J. J. Muldoon	3¾	6	12 "	128 64
Murrells and Radford	S. Armstrong	3	3	12 "	78 00
Navan and Railway Station, (C.P).	J. Clarke	¾	12	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newington and Ry. Stn.,(N.T. & O)	G. F. Jardine...	¼	24	12 months........ . .	150 24
New Liskeard and North Temiskaming............	J. H. Mattice...	17 s 19 w	6	7 " and 5 days (to Nov. 5, '10)...	300 53
do do ..	A. Grenier......	17 s 19 w	6	4 " and 25 days(from Nov, 5, '10)....	202 45
Nominingue and Railway Stn.,(C.P)	E. Martineau...	¾	12	12 "	159 13
North Augusta and Railway Station, (Bellamy's)......	R. Bowman.....	4¾	6	12 "	157 28
North Augusta and Snowdon's Corners	E. J. Snowdon..	7 s 11 w	3	12 "	150 00
Northcote and Railway Station, (Admaston).....	J. M. Briscoe...	⅝	6	12 "	100 00
Northfield and Ry. Stn.,(N.Y. & O)	W. H. Loucks. .	2	6	12 "	100 00
Northfield Station and Railway Station, (N.T. & O)	W. Arbuthnot..	60 ft	6	12 "	10 00
North Gower and Reeve Craig.....	T. Salter.	3	3	12 "	112 50
North Low and Railway Stn., (C.P)	J. Gannon.. ...	4	6	12 "	182 00
North Montague and Smith's Falls.	H. Thompson...	11	2	12 " (from July1, '10)	117 86
North Nation Mills and Railway Station, (C.P).....	D. Landriau....	3½	6	12 "	233 17
North Onslow and Quyon....	J. O'Donnell....	6	3	12 "	80 00
North Valley and Oznabruck Centre	O. H. Grandaw.	4	3	12 "	60 00
North Wakefield and Railway Station, (C.P)......	J. Blair........	400 yds	12 s	12 "	50 00
North Wakefield and Rupert	J. Acott	5½	6	12 "	150 00
Norway Bay and Sand Point Railway Station........	A. Macfarlane..	3	12	Summer season, 1910....	20 00
Notre Dame de la Salette and Notre Dame du Laus.	E. Allaire......	32½	3	3 mos. (to June 30, '10)..	160 00
do do	J. G. Desrosiers.	32½	6	9 " (from ")..	682 50
Notre Dame de Salette and Poltimore..	H. McGarry....	7½	3	12 "	150 00
do do	do	7½	3	Summer season, 1910....	50 00
Notre Dame du Laus and Wabassee	P. Filiatreault..	26	3	12 months.............	656 25
O'Connell and Wolf Lake..	C. McCann....	4	3	12 "	78 00
Opeongo and Salem Railway Station, (O. & P)...........	W. A. Cameron.	4½	3	12 "	90 00
Osceola and Pastime.	George Blackwell........	4	3	8 " (from Aug. 1, '10)	33 33
Osgoode Station and Railway Station, (C.P)	M. J. Buckels...	40 yds.	12	8 " (to Nov. 30, '10)..	33 33
do do	O. J. Cleland...	40 yds.	12	4 " (from ")..	16 67
Ottawa, Railway Stations and Steamer Landing, also Conveyance of Letter Carriers..........	Ottawa Electric Railway Co...	1½ & ¾	as req.	12 "	8,091 00
Ottawa, Billing's Bridge Clarkstown, &c.....	R. Hinton	......	.....	Special trips...........	2 00
Ottawa and Central Railway Stn..	Electric Transfer Co... . .	....	as req.	"	19 50
do do ..	J. H. Williams..	....	.....	"	0 50
do do ..	D. Lajeunesse...	....	.....	"	0 50
Ottawa and P. O. Dept.......... .	J. Graves.......	120 yds.	as req.	12 months and arrears...	1,034 64
do do	E. Batterton....	120 yds.	18	12 "	597 60
Ottawa Special Christmas Delivery Co	R. Hinton......	... .	.. ..	Special trips	1 50
do do	Crown Transfer Co....	....	.....	"	25 50
do do	Dominion Transfer Co........	.... .	......	"	4 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Ottawa and Street Letter Boxes	Jas. Delaney	23½&20¾	18w.d. 1 s	12 months (less fines)	1,785 00
do do	J. Delaney	18–9	2 w. d. 1 s.	12 " "	818 00
Otter Lake and Shawville	L. Howes	24	6	12 "	750 00
Oxford Station, Railway Station and Station Letter Box	A. J. Sanderson	¼	6	12 "	56 00
Pakenham and Railway Station, (C.P)	J. Stevens	¼	24	1 " (to April 30, '10)	14 56
do do	G. Belford	¼	24	11 " (from ")	206 64
Palmer Rapids and Quadville	J. O'Brien	11½	3	12 " (to May 31, '10)	23 96
Palmer Rapids and Rockingham	M. Scully	10	3	12 "	195 00
do do	do	12	1	12 "	102 67
Pana and Railway Station and (N. Y. & O)	J. B. Adnams	150 ft.	12	12 "	20 00
Papineauville and Railway Station, (C.P)	A. O. Belanger	¼	24	12 "	135 00
Pembroke and Railway Station, (C.P)	W. Ringrose	¼	36	12 "	200 00
do do	do	¼	14 s.	12 "	162 00
do do (G.T)	J. P. Millar	75 yds.	6 s.	6 " (to Sept. 30, '10)	10 00
do do	W. Ringrose	75 yds.	6 s.	6 " (from ")	20 00
Pembroke and Rankin	S. Greer	12	3	12 "	244 00
Pembroke and Westmeath	E. Bartrand	15 s 12w	6	12 "	400 00
Pendleton and Railway Station, (C.P)	J. Seguin	1	12	12 "	150 00
Perreton and Government Road Crossing	J. Russell	3½	6	12 "	180 00
Perth and Playfair	W. E. Cunningham	14	6	12 "	550 00
Perth and Railway Station	W. J. Plunkett	½	26	12 "	446 16
Perth and Rideau Ferry	W. King	6	6	12 "	225 00
Perth and Tennyson	I. Powers	3	11	12 "	200 00
Petawawa and Railway Station	W. Selkirk	200 yds.	7 & 3	12 "	114 78
Piperville and Railway Station	A. Grignon	150 ft.	6	12 "	25 00
Plantagenet and Railway Station	H. Roy	1	12	12 "	75 00
Plantagenet and Rockdale Tower	J. A. Brown	8⅕	3	12 "	175 00
Point Alexander and Railway Station, (Bass Lake)	D. Froncare	6	3	12 "	170 09
Point Gatineau and Quinnville	M. Gahagan	6½	2	12 "	112 50
Point Gatineau and Railway Station, (C.P)	T. Gagnon	1½	12	12 "	200 00
Portage du Fort and Haleys Railway Station	J. E. Dolan	7	12	12 "	200 00
Portage du Fort and Ross	D. McLaren	3	3	12 "	65 00
Port Elmsley and Railway Station, (C.P)	J. F. MacTavish	1½	6	3 " (to June 30, '10)	32 50
do do	E. J. Lavender	1¼	6	9 " (from ")	97 50
Prescott and Ogdensburg, (N.Y)	W. McInnis	2	18 s.	12 "	410 00
do do	The Prescott & Ogdensburg Ferry Co.	2	18 s.	12 "	300 00
Prescott and Railway Station, (C.P)	W. McInnis	½	24	12 "	313 00
Prescott and Stree Letter Boxes	do	2⅕	18	12 "	187 72
Prescott and Throoptown	E. J. McMahon &J.N. Botham	13	4	12 "	353 50
Quadville and Rockingham	T. Cuddy	12	3	10 " (from June 1, '10)	166 67
Queens Line and Main Post Road	T. Guest	3	6	2 " (from Feb. 1, '11)	16 66
Quyon and Railway Station, (C.P)	W. Richardson	1	24	12 "	150 00
Radford and Shawville	S. Armstrong	3	6	12 "	110 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Ramsayville, Railway Station, (N. Y. & O)	R. Ramsay	¼	6	12 months	50 00
Rapide de L'Orignal and Railway Station, (Duhamel)	T. Ouellette	1	10 & 12	12 "	141 00
Rapide des Joachim and Railway Station	P. Blackburn	7	6	3 " (to June 30, '10)	70 00
Rapide des Joachim and Rowanton	do	20	3	3 " (from ")	87 50
Rapide des Joachim and Wharf	T. Marion	414 yds.	3	Season 1910	10 00
Raycroft and Tatlock	R. White, sr.	4½	1	12 months	35 00
Renfrew and Ry., Statation, (G.T)	J. Harris	¼	12	12 "	149 00
Renfrew and Ry. Station, (C.P)	do	¼	24	12 "	119 00
Renfrew and Railway Station, (C.P)	do	¼	14	12 "	250 00
Renfrew and Ry. Station, (K. & P)	do	¼	14	12 "	70 42
Renfrew and Shamrock	R. J. McGowan	11	3	12 "	245 00
Richmond West and Stepledon	T. E. Reilly	3⅝	3	12 "	78 00
Ridean View & Residence of J. Blair	J. Blair	¼	3	12 "	25 00
Ripon and St. Andre Avelin	C. Lafontaine	7	6	12 "	200 00
River Desert and Ry. Station, (C.P)	V. Simoneau	½	24s	12 "	150 00
Rochon and Electric Ry. Crossing	F. R. Trepanier	50 yds.	12s	1 " (to April 30, '10)	1 67
do do	D. Plouffe	50 yds.	12s	11 " (from ")	18 33
Rockingham and Ry. Station, (G.T)	J. P. Moran	10	6	12 "	309 00
Rockingham and Wingle	A. Molkentin	17	2	7 " (to Oct. 31, '10)	131 25
Rockland and Ry. Station, (C. P)	L. Dehaitre	2¾	12	12 "	150 00
Rockland and Ry. Station, (G. T)	do	¼	12	12 "	50 00
Rockland and South Inddian	O. Lamadeleine			Special trips	20 00
Rose Crs. and St. Isidore de Prescott	O. Hébert	4	3	12 months	100 00
Rose Haven and Suffels Crossing	A. Deeks	1	6	12 "	80 00
Rowanton and Moore Lake Station	P. Blackburn	27	3 & 6	9 " (from July 1, '10)	375 00
Rowanton and Stubb's Bay	S. S. Cushman	42	1	12 "	350 00
Russell and Ry. Station, (N. Y. & O)	H. York	½	24	12 "	81 38
St. André Avellin and St. Emile de Suffold	E. Whissell	20	6	12 "	640 00
St. Anne de Prescott and Ry. Stn.	F. Marleau	5¾	6	12 "	175 00
St. Eugene and Railway Stn., (C.P)	P. Kelly	800 yds.	24	12 "	100 00
St. Felix and the Brook Ry. Stn	A. Gelineau	3¾	3	12 "	60 00
St. Onge and Embrun Ry. Station	J. B. Bourgie	¼	24	12 "	150 24
St. Pachal Baylon and Ry. Station	S. Ouellette	5	6	12 "	200 00
Ste. Rose de Lima and Ry. Stn., (C.P)	N. Beauchamp	¼	12	12 "	60 00
Sand Point and Railway Station	J. R. McDonald	1/16	12	12 "	109 55
Sarsfield and Railway Station, (C.P)	N. Daoust	2	12	12 "	140 00
Scobie and Brays Crossing Ry. Stn.	T. Scobie	1	2	12 "	40 00
Shamrock and Whelan Lake	H. Whelan	7	2	12 "	70 00
Shawville and Railway Stn., (C.P)	C. Caldwell	⅓	24	12 "	190 00
Shawville and Starks Corners	A. C. Richardson	9	3	12 "	156 00
Shields and Railway Crossing	B. M. Shields	90 ft.	3	12 "	50 00
Skye and Greenfield Railway Stn.	J. J. Cameron	10½	6	12 "	400 00
Smith's Fall and Ry. Station, (C.P)	C. Thomas	½	24	12 "	350 00
do do	T G. Burns	⅓	13	12 " (less fine)	298 00
South Indian and Ry. Stn., (G.T.)	P. A. Gagné	⅛	24	12 "	110 00
South March and Ry. Station, (G.T)	J. Smyth	2	6	12 "	90 00
Spencerville and Ry. Station, (C.P)	W. Lawson	1½	12	12 "	150 00
Stafford Ry. Station and Grahams	R. Childerhose	6½	3	12 "	195 00
Stagsburn and Brennen Ry. Stn.	A Cruickshank	3	2	8 " (from Aug. 1, '10)	34 67
Seadman and Breckenridge Ry. Stn	A. M. Underwo'd	1½	6	12 "	65 00
Steele and Mohrs Crossing	W. J. Inglee	3	3	12 "	45 00
Stewartville and Glasgow Ry. Stn.	J. Graham	3	6	12 "	156 50
Stittsville and Railway Stn., C. P.	W. W. Mann	120 yds.	12	12 "	62 60
Summerstown and Summerstown Sn	F. Laplante	3½	6	12 "	145 00
Summerstown Stn. and Ry. S., (G.T)	J. H. McMillan	400 yds.	12	12 "	72 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
The Brook and Ry. Stn., (C. P)	J. Morin	¾	12	3 mos. (to June 30, '10)	18 75
Thurso and Ry. Station, (C.P)	C. Ouellette	½	12	12 "	75 00
Thurso and Valencay	E. Rochon	13¼	4	12 "	260 00
Temiskaming Station and Stn., (C.P)	J. A. Larochelle.	20 ft	12	12 "	81
Foyes Hill and Winchester Springs	G. Carter	3	3	12 "	56 00
Uneeda and White Lake	T. Jones	5	2	12 "	65 00
Val Barrette and Ry. Stn., (C.P)	J. Z. Barrette	300 yd.	4 & 12	12 "	146 99
Val Nation and Alfred Railway Station	C. Monsion	4	3	12 "	80 00
Vanbrugh and Woermke	E. Woermke	6½	2	12 "	90 00
Vankleek Hill and Railway Station (G. T)	J. A. Villeneuve	½	24	12 "	140 00
Vankleek Hill and Railway Station (C. P)	J. Lalonde	1½	12	12 "	97 19
Vankleek Hill P.O. and C.P.R. Station	do			Special service	2 00
Vars and Railway Station (G. T)	J. Fraser	¼	24	12 months	80 00
Venosta and Railway Station (C.P)	D. Haveron	⅓	6	12 "	38 00
Ventnor and Railway Station, (C.P)	W. Cook	5½	6	12 "	112 33
Vinton and Railway Station (C.P)	M. Grace	2	7	12 "	125 00
Wakefield and Railway Station, (C. P)	A. Vaillancourt	¼	12	12 "	50 00
do do	do	¼	12	Summer season 1910.	50 00
Wales and Railway Station (G. T)	L. J. Leland	1/16	18	12 months	140 85
Waller and Sullivan's Crossing	P. Sullivan	1¼	2	12 "	29 17
Waltham Station and Railway Station (C. P)	J. Spotswood	250 yds.	24s	12 "	80 00
Wemyss and Railway Station (C.P)	D. McFarlane	⅛	6	12 "	60 00
Wendover and Railway Station (C. P). l	H. St. Pierre	3	6	12 "	250 00
West Aylwin and Railway Station (C. P)	E. Anderson	30 yds.	6	11 " (to Feb. 28, '11)	9 16
Wilno and Railway Station (G.T)	M. Roche, Jr.	100 yds.	12	12 "	60 00
Wilson's Bay and Sabourin's Crossing	D. St. Amand	1	2	12 "	65 00
Winchester and Railway Station (Osgoode)	W. Ross	19¾	6	3 " (to June 30, '10)	132 85
do do	W. J. Beckstead	19¾	6	9 " (from ")	442 50
do do (C.P)	J. Hutchinson	1	24	12 "	100 00
do do (C.P)	P. Hitsman	1	12	12 " (less fine)	248 00
Watts P. O. and Railway Station	W. Layman	1	6s	12 "	60 00
Wright and Railway Station (C.P)	P. St. Jacques	1½	24	12 "	300 00
Wylie and Railway Station (C.P)	J. Gleeson	2½	3	12 "	89 00
Wyman and Railway Stn., (C.P)	E. A. Pritchard	⅙	24	12 "	35 00
Total					105,252 36
Less amount withdrawn from the Guarantee Fund					141 58
					105,110 78

APPENDIX B—*Continued.*

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Tarnsportation in Kingston Postal Division, made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Actinolite and Tweed.	G. Way, Sr.	5	12	12 months	315 00
Addison and Bell's Station	W. Peterson	10	6	12 "	375 60
Addison and Redan.	J. Mott	4	3	2 " (from Feb. 1, '11)	20 83
Adolphustown and Bath	I. H. Ruttan	16	6	12 "	465 66
Adolphustown and Napanee.	S. E. Gallagher.	25½ & 26	6	12 "	775 02
Albert and Marysville.	R. W. Finegan.	12⅗	6	12 "	375 41
Albury and Rednersville.	W. Weese	4	6	12 "	157 75
Allisonville and Consecon.	G. D. Johnson.	8	6	12 "	396 00
Allsaw and Minden.	M. Hope.	11 miles & 140 rds	2	12 "	192 36
Ameliasburg and Bellevilie.	J. A. Crosby.	10	6	12 "	394 00
Anson and Railway Station.	A. McMullin.	200 yds.	6	12 "	45 00
Apsley and Clanricarde.	H. White.	7	6	12 "	65 00
Apsley and Coe Hill.	A. Blackburn.	21	2	12 "	340 00
Apsley, Lakefield and Mt. Julian.	P. Kennedy	16 & 31	6 & 3	12 "	448 00
Apsley and Loon Lake	A. Woods	7	1	12 "	40 00
Arden and Dead Creek.	P. Gaylord.	7	2	9 " (to Dec. 31, '10).	74 25
do do	P. J. Gaylord.	7	2	3 " (from ").	33 75
Arden and Elm Tree.	N. H. Hinchey.	6	2	12 "	65 00
Arden and Railway Station	J. E. Hayes.	1	6	12 "	35 00
Athens and Brockville.	A. M. Eaton.	14	6	12 "	350 00
Athens and Eloida.	W. Fenlong	4	3	12 "	75 00
Athens and Oak Leaf.	C. J. Slack.	10	6	4 " and 12 days (to Aug. 12, '10).	105 29
do do	"	8½	6	7 " and 19 days (from Aug. 12, '10).	154 46
Athens and Plumb Hollow.	W. B. Newsome	6	6	12 "	178 00
Athens and Railway Station.	J. H. Ackland.	½	24	12 "	130 00
Atkinson and Washburn.	J. Atkinson	3½	3	12 "	121 20
Bailieboro and Millbrook.	R. J. Porter.	7	6	12 "	198 00
Ballantyne's Station and Ry. Stn.	J. C. Hysop.	½	2	12 "	26 00
Bancroft and Beechmount.	C. Plumley.	6	1	12 "	38 00
Bancroft and Bronson.	G. Payne.	4	2	12 "	60 00
Bancroft and Pandash.	A. Patterson.	21	1	12 "	150 00
Bancroft and Railway Station.	W. Kennedy.	⅓	12	10 " (to Jan. 31, '11).	104 17
do do	do	⅓	18	2 " (from ").	31 25
Bannockburn and Railway Station.	S. McEwen	⅛	6	12 "	85 00
Barrett and Sharp Corners	L. W. Fox.	5⅓	2	12 "	70 00
Bath and Ernestown Station.	C. Barriage	3½	12	9 " (to Dec. 31, '10, and arrears).	136 61
do do	J. Shibley.	3½	12	3 " (from ").	45 48
Bath and Stella.	W. J. Beaubien.	6½	6	12 "	469 50
Battersea and Keelerville.	S. J. Lake	5	3	12 "	81 00
Battersea and Kingston.	C Hanley & G. W. Kirkpatrick	16	6	12 "	400 00
Bayside and Belleville.	J. E. Rathbun.	6	6	12 "	243 42
Bedford Mills and Newboro.	J. Moulton.	6	3	12 "	101 00
Belleville and Albert College	W. P. Dyer.	1½	6	12 "	25 00
Belleville and Frankford.	G. E. Sine.	14	3 & 6	12 "	320 19
Belleville and Madoc	G. E. Sills			Special service	130 00
Belleville and Point Anne.	D. MacDonald.	5⅓	6	6 months (to Sept. 30, '10)	60 00
do do	G. Black.	5½	6	6 " (from ")	140 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Belleville and Railway Station.....	G. E. Sills	1¼	36	12 months........	469 50
Belleville and Street Letter Boxes..	J. Lafferty.....	....	.....	12 "	736 84
Belleville and Tweed	A. Aselstine....	25	6	12 "	605 50
Belleville Station, Transfer of Mails	T. H. Coppin...	....	6	12 "	78 25
Bellrock and Moscow Station.....	E. L. VanLuven	5½	6	12 "	162 00
Bellview, Railway Station and Transfer of Mails at Station.. ..	D. Bell.........	¼	6 & 12	12 "	85 00
Bensfort and Smith Bank.........	D. Chambers....	3	3	11 " (to Feb. 28, 11).	73 33
do do	John Fletcher ..	3	3	1 " (from ").	6 67
Bensfort and South Monaghan.....	J. Lucy........	6	6	12 "	250 00
Bessemer and L'Amable Station...	Mineral Range Iron Mining Co.	5	6	12 "	200 00
Bewdley and Port Hope..........	E. V. Richard..	10&19¼	6	6 " (to Sept. 30, '10).	261 91
do do	C. A. Hagerman	10&19¼	6	6 " (from ").	293 92
Big Island and Demorestville	E. Cole	5	2	12 "	104 00
Birdsalls and Railway Station.....	E. Davidson....	1	6	12 "	40 00
Bird's Creek and Musclow	R. M. King	4½	2	9 " (from July 1, '10)	73 50
Bird's Creek and New Carlow.....	E. Goodman...	18½	2	12 "	309 20
Bird's Creek and Railway Stn.(C.O.)	J. E. Finnigan..	40 rods	12	12 "	15 65
Black River Bridge and Picton	J. Dainard.....	7½	3	12 "	175 00
Blairhampton and Carnarvon......	N. McPhaden ..	4	3	12 "	115 00
Blairton and Havelock...........	R. A. Nixon....	8	3	12 "	156 00
Bloomfield and Crofton...........	J. Covert.......	11	6	12 "	440 89
Bloomfield and Railway Station ...	C. Thompson....	¼	24	12 "	100 16
Bobcaygeon and Nogies Creek.....	Q. Moore.	5	3	12 "	120 00
Bobcaygeon and Silver Lake......	E. Harrison	9	2	12 "	126 24
Bogert and Otter Creek...	M. Lesarge. ...	3¼	2	3 " (to June 30, '10).	10 00
do do	M. Trudeau	3¼	2	9 " (from ").	48 75
Bogart and Tweed................	T. Meraw	4	6	12 "	220 00
Bongard's Corners and Picton......	A. Minaker.....	13	6	12 "	532 59
Boulter and Fort Stewart..........	W. D. Irwin....	3	3	12 "	70 20
Brighton and Campbellford.......	L. Carr	20	6	12 "	626 25
Brighton and Lovett	J. H. Marshall..	6	6	12 "	283 03
Brighton and Presqu 'Ile Point....	W. M. Ketchum	8	6	Summer season 1910.....	30 00
Brockville Railway Station (B.&W.)	P. J. Venney. ..	1	24	12 months.......... ...	313 00
Burgess Mines and The Corners ...	Ashland Emery & Corundum Co	4	3	12 "	75 00
Buck Lake and Perth Road......	J. Thomas......	4	2	12 "	40 00
Burnbrae and Hoards Station, G.T.	W. C. Wallace..	4¼	6	9 " (to Dec. 31, '10).	119 76
do do ..	G. Craigland...	4¼	6	3 " (from ").	62 50
Burnbrae and Sarginson......... .	F. W. Barnum.	5¾	3	12 "	137 81
Burnley and Castleton.......... ..	O. S. Moore....	8	6	1 " (to April 30, '10.	23 33
do do	J. E. Wolfrain..	8	6	11 " (from ").	256 67
Byersville and Peterboro	W. J. Byers....	2½	3 & 6	12 "	75 86
Caintown and Graham	A. W. Ladd....	3	3	12 "	80 00
Campbellford and Godolphin......	W. W. Cross....	5	3	12 "	140 00
Campbellford and Havelock.......	G. E. Hay.....	12	6	12 "	295 00
Campbellford and Railway Station.	B. Mulhearn....	½	18	12 "	93 90
Campbellford and Street Letter Box	B. Mulhearn....	225 yds.	18	12 "	75 00
Carmel and Castleton.............	A. Vansicklen..	3	3	12 "	94 20
Catchacoma and Halls Bridge.... .	J. Westlake....	16	2	12 "	145 00
Centreton and Grafton	W. Taylor......	27½	6	12 "	600 00
Centreville and Newburgh	E. Lyons.	7½	6	12 "	275 00
Chaffey's Lock and Elgin.........	G. Randall......	6m & 100 yds.	2	12 "	95 64
Chantry, Philipsville and Railway Station..	J. V. Philips....	2 & 5½	6 & 12	12 "	325 00
Charlestown and Sheaton.........	J. Keyes.	3½	3	11 " (from May 1, '10)	73 33
Chattertown and Foxboro.........	S. P. Morden...	3½	3	12 "	100 00
Cheddar and Wilberforce..........	A. Southworth..	10	2	12 "	81 24
Cherry Valley and Point Petre	J. Moore.	6	2	12 "	77 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Cherry Valley and Salmon Point..	J. M. Bentley .	6	2	12 months	150	14
Claraday and Peterboro	W. J. Grady....	1⅓	3	11 " (from May 1, '10)	34	37
Clarina and Norwood..............	C. Crowe.	12	3 & 2	12 " (and extra trips).	300	88
Cloyne and Bon Echo.	H. W. Spencer.	3	6	Summer season 1910....	34	80
Cloyne and Harlowe..............	W. Thompson..	11	2	12 months..............	91	00
Cloyne and Kaladar Stn	L. Roluf.. ...	16½	6	12 "	499	00
Cobourg and Harwood...........	H. J. Spry....	16	6	12 "	702	00
Cobourg and Railway Station, G.T.	J. R. O'Neill...	½	12	12 "	70	60
Cobourg and Roseneath............	T. Ingham......	20, 62rds	6	12 "	404	00
Cobourg and Steamboat Wharf....	J Fox...	¼	6	Summer season '10......	46	38
Cobourg and Street Letter Boxes..	"	$3\frac{7}{10}$	12	12 months..........	274	26
Coe Hill and Brinklow Station....	J. Blackburn. ..	8	6	5 " (from Nov. 1, '10)	175	50
Coe Hill and Faraday.	W. Neal........	8	2	12 "	125	00
Coe Hill and Railway Station, C.O.	A. Watt	½	6	7 " (to Oct. 31, '10).	57	25
Coe Hill and The Ridge	C. W Gunter...	29	3	12 "	360	00
Colborne, Dundonald and Penryn..	W. B. Wright..	10 & 3½	6 & 3	12 "	250	00
Colborne and Lakeport	W. Hoskins	2½	12	12 "	195	00
Colborne and Warkworth..........	P. D. Cockburn.	16	6	12 "	344	00
Colebrooke and Yarker...........	C. A. Benn.....	1	6	12 "	75	00
Collins Bay and Railway Stn, G.T.	J. J. Losee. . .	⅜	12	12 "	50	00
Combermere and Fort Stewart.....	J. Stubbs......	21¼	3	12 "	193	40
Consecon and Railway Station.....	D. C. Sprung...	¾	24	12 "	187	80
Cooper and Madoc................	W. West........	11	3	12 "	160	00
Copes Falls and Tory Hill.........	T. E. Rowe.....	9½	2	12 "	89	06
Corbeyville and G.T. Railway Stn	S. M. Doughan.	100 yds.	12	12 "	62	60
Cordova Mines and Havelock .. .	R. Curry..... .	10	6	12 "	389	00
Cordova Mines and Vansickle.....	E. Cole.........	6	2	12 "	69	00
Cottesloe and Norwood.....	J. Newall .. .	8⅓	3	12 "	196	25
Cranworth and Portland....	J. Wilson	5¾	1 & 2	12 "	65	56
Crosby and Grennon.............	E. J. Grennon..	4½	2	52 "	52	00
Crow Lake and Sharbot Lake......	J. W. Knapp...	9	2	12 "	100	00
Croydon and Napanee	G. Deline......	15m & 130 rds.	6	12 "	375	00
Crystal and High Bridge Crossing.	S. H. Hornick..	¾	3	12 "	50	00
Curve Lake, Selwyn and Peterboro	D. Whitung.. .	3½ & 6	2	12 "	29	76
D'Arcy and Kingston.............	T. J. Driscoll...	18	3	3 " (to June 30, '10).	145	00
do do	J. E. Lachance.	18 & 16	3	9 " (from ").	396	18
Deer Lake and Highland Grove...	A. W. Willis...	3	2	12 "	32	00
Deloro and Railway Station.......	H. N. Darling..	1½	12	12 "	110	00
Delta and Railway Station........	P. A. Jackson..	½	24	12 "	206	58
Demorestville and Fish Lake......	F. Whitney.....	4	6	12 "	150	00
Denbigh and Griffith	A. Lockwood...	14	2	12 "	128	00
Denbigh and Plevna..............	G. Johnston....	23	3	12 "	425	00
Denbigh and Slate Falls...........	T. Wager......	6	2	12 "	60	00
Deseronto and Street Letter Boxes.	Rathbun Co....	2	19	12 "	166	00
Desert Lake and Hartington. . .	W. Snook	9	2	12 "	150	00
Desmond and Moscow Station.....	J. W. Stewart..	2⅓	3	9 " (to Dec. 31, '10).	75	00
do do	T. C. Wagner...	2½	3	3 " (from ").	25	00
Donaldson and Wilbur Station....	M. Hannah.....	3½	3	12 "	74	00
Drummond Station and Railway Station..........................	R. P. Carey....	490 yds.	6	12 "	31	30
East Hungerford and Erinsville...	J. P. Whalen...	8	2	12 "	88	00
East Lake Road and Woodrous...	R. Lowey......	3⅓	6	12 "	211	17
Eldorade and Empey.........	T. Holland......	3¾	2	12 "	55	00
Elgin and Railway Station.... ...	G. H. Howard..	3¼	24	12 "	246	00
Ellisville and Lyndhurst..........	J. D. Wetherell.	8¼	3	12 "	156	00
Elzevir and Flinton.	C. McNulty....	6	2	12 "	78	00
Empey Hill and Selby	D. Martin... ..	4	2	12 "	52	50
Ennismore and Peterboro..........	P. J. Scollard...	10	6	12 "	311	67
Enterprise and Trafford...........	C. Whelan......	9½	1	12 "	41	42

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Enterprise and Wilkinson	A. C. Finn	8¼	3	12 months	100 00
Essonville and Tory Hill	H. Maguire	4	3	12 "	80 00
Ewan and Furnace Falls Crossing	W. J. McMahon	14	3	12 "	288 00
Fernleigh and Plevna	A. Lyons	5½	2	12 "	78 50
Flinton and Kaladar Station	T. J. Vance	8	6	12 "	303 61
Forest Mills and Overton	J. Schamehorn	3½	3	12 "	62 00
Fort Stewart and L'Amable Station	J. E. Stubbs	19	6	12 "	449 00
Fowler's Corners and Bests Railway Station	R. Maitland	1½	6	12 "	125 00
Foxboro and Railway Station	H. W. Barragar	1½	12	12 "	162 76
Frankford and Maple View	A. W. Simmons.	6 & 2	3 & 6	12 "	115 24
Frankford and Railway Station	F. Spencer	200 yds.	12	12 "	74 76
Frankville and Irish Creek Station	J. Brunton	11	6	12 "	298 00
Fraserville and Railway Station	W. A. Kidd	100 yds.	12	12 "	40 00
Freeland and Portland	C. R. Cannon	3	2	12 "	100 00
Fuller and Moira	A. Herity	4	3	12 "	72 00
Gananoque Junction and Railway Station	E. Dornan		18	12 "	25 00
Gananoque and Seeley's Bay	J. Sherby	15	3	12 "	300 00
Gananoque and Street Letter Boxes	S. S. Lake	2¾	13	12 "	140 00
Gananoque and Wilstead	G. T. Keyes	5¼	3	12 "	200 00
Gardenville and Weller's Bay Station	J. Dymond	1	6	12 "	40 00
Gilead and Pouchers Mills	W. Clare	3	2	12 "	80 00
Gilmour and Railway Station	C. Gunter	100 yds.	12	3 " (to June 30, '10).	5 00
do do	D. Goodwin	100 yds.	12	9 " (from ").	15 00
Glanmire and Millbridge	H. E. Lummiss.	7	1	12 "	52 00
Glenburnie and The Corners	T. Murray	½	12	12 "	90 00
Glenfield and Vennachar	H. Suider	4	1	12 "	40 00
Glen Millar and Trenton	T. H. Sweetman	3½	6	12 "	140 00
Glen Ross and Railway Station (C. O.)	C. Hoard	60 rods.	6	12 "	50 00
Glenvale and Sharpton	S. J. Swain	4	2	12 "	101 00
Godfrey and Reynoldston	W. Alport	7	2	12 "	99 75
Gooderham and Railway Station	E. A. Gould	⅕	12	12 "	93 90
Gooderham and Ursa	S. Kittle	6	1	12 "	35 00
Gosport and Napanee	W. E. Post	37	6	4 " and 8 days (to Aug. 8, '10)	142 39
do do	do	39	6	7 " and 23 days (from Aug. 8, '10)	271 53
Grafton and Railway Station	W. Taylor	1	7	12 "	82 00
Greenview and Maynooth	P. Fitzgerald	7	3	12 "	162 00
Grenadier Island and Poole's Resort	D. E. Williams	1¼	6 & 3	12 "	152 00
Guerin and Indian River	S. Murphy	2	3	12 "	75 00
Gull Creek and Tamworth	A. H. Jones	8¼	2	2 " (to May 31, '10).	15 83
Gunter and McCrae	R. H. Gunter	9	2	12 "	52 00
Gunter and St. Ola Railway Station	A. Steenburg	6½	6	12 "	275 00
Hadlington and Tory Hill	W. Woods	10	1	12 "	90 00
Haliburton and Railway Station	J. Adams	¼	12	12 "	60 00
Haliburton and Wicksteed	D. H. Anderson.	10	1	12 "	55 00
Halloway and Railway Station	E. Rose	1,154 y.	12	12 "	124 80
Halls Glen and Lakefield	D. H. Little	13¾	3	8 " (to Nov. 30, 10).	141 02
do do	G. Crowe	13¾	3	4 " (from ").	91 08
Halls Lake and Minden	W. J. Cooper	18	2	12 "	210 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Harcourt and Kennaway	W. Scott	7	1	12 months	72 80
Harcourt and Railway Station	D. Davis	20 rods.	6	3 " (to June 30, '10).	12 50
do do	C. W. Jones	20 rods.	6	9 " (from ").	37 50
Harrowsmith and Sydenham	E. R. Martin	4	6	12 "	48 00
Hartington and Railway Station	H. Jamieson	¼	12	7 " and 25 days (from Aug. 6, '10)	9 78
Hartsmere and Hermon	W. Wade	10¼	2	12 "	156 00
Hastings and Railway Station	A. Greenley	¼	6	12 "	60 00
Hastings and Roseneath	J. Braithwaite	10	6	12 "	185 00
Havelock and Oak Lake	S. Hubbell	16	2	9 " (to Dec. 31, '10).	90 00
do do	S. G. Quackenbush	16	2	3 " (from ").	52 50
Havelock and Railway Station	D. D. Hogg	265 yds.	24	12 "	168 00
Havelock Station — Transfer of Mails	H. W. Roche		7	12 "	47 00
Hermon and McArthurs Mills	R. Harvey	5	1	12 "	150 00
Hiawatha and Peterboro	D. Cowie	16½ & 13½	2	12 "	184 85
Highland Grove and Railway Station	A. Atcheson	200 yds.	6	10 " (to Jan. 31, '11).	41 67
do do	do	200 yds.	12	2 " (from ").	16 66
Hillier and Railway Station	W. W. Poste	⅓	24	12 "	120 00
Hillier and Rosehall	P. E. Pettingill	2⅓	3 & 6	6 " (to Sept. 30, '10).	97 50
do do	S. J. Morden	2½	6	6 " (from ").	120 00
Hoard's Stn. and Railway Station	L. M. Sharpe	20 rods.	6	9 " (to Dec. 31, '10).	18 75
do do	G. W. Brady	20 rods.	6	3 " (from ").	6 25
Indian River and Railway Station	W. H. Kidd	1/16	12	12 "	75 00
Ingle and Roblin	J. Crawford	4	2	12 "	50 00
Irondale and Railway Station	P. A. Barr	½	12	12 "	62 60
Ivanhoe and Railway Station	P. Sine	3	12	12 "	240 00
Ivy Lea and Lansdowne	M. H. McNeil	4	3 & 6	12 "	97 00
Ivy Lea and Summer Resorts	do	2½	6	Summer season 1910	132 00
Jellyby and Railway Station	W. Fitzgerald	300 yds.	3	6 months (to Sept. 30, '10)	25 00
Jermyn and Lang	M. Carter	4	6	12 "	150 00
Jones Falls and Morton	M. Muchmore	3	3 & 6	12 "	113 50
Judgeville and Toledo	C. A. Donovan	4⅓	3	4 " (to July 31, '10)	37 00
do	F. Healy	4½	3	8 " (from ")	74 00
Keene and Railway Station	R. J. Stewart	1⅓	12	12 "	100 16
Kilburnee and Kingston Mills	J. Lawless	4¾	6	12 "	175 00
Kingston—Conveyance of Letter Carriers	Kingston, Portsmouth and Catarque Ele. Railway			12 "	137 50
Kingston and Newburgh	C. H. Finkle	27	6	3 " and 3 days (to July 3, '10)	109 71
Kingston and Perth Road	G. Clough	18	6	12 "	350 00
Kingston, Portsmouth and Rockwood Asylum	B. McConville	2¼	12	12 "	313 00
Kingston and Queens University	do	1	12	12 "	234 75
Kingston and Street Letter Boxes	J. McConville	29m. and 2,520 ft.		12 "	1,450 00
Kingston and Sydenham	F. C. Martin	18½	6	12 "	275 00
Kingston and Westport	H. T. Stafford & E. G. Ripley	47	6	12 "	1,092 00
Kingston and Willesholme	H. M. Wenborn	16½	3	12 "	400 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kingston Station and G. T. Railway Junction.	J. P. Hanley....	2	26	12 months..............	36 00
Kinmount and Mount Irwin.......	T. Peacock......	7	3	12 "	150 00
Kinmount and Union Creek.......	F. Maguire.....	4½	2	12 "	90 00
Lakefield and Lakehurst...........	A. J. Shearer...	19	6	12 "	751 51
Lakefield and Railway Station.....	J. M. Bygott...	¼	18	12 "	93 90
Lakefield and Young's Point	P.A.Kearney...	5½	6	Part of Season 1910-11...	200 00
Lake Opinicon and Perth Road....	C. Babcock.....	8	3	3 months (to June 30,'10)	35 67
do do ..	G. Clough.... .	10¼	3	9 " (from ")	115 50
L'Amable and Bronson Station...	J. R. Tait.....	1½	6	3 " (to June 30, '10)	25 00
do do	A. W. Munro...	1½	6	9 " (from ")	94 00
Lang and Railway Station	A. Esson........	1	12	12 "	93 90
Lansdowne and Melcombe.........	E. E. Landon...	4	3	12 "	135 00
Lansdowne and Outlet............	J. Fodey.. .. .	10¼	3	3 " (from Jan. 1, '11)	38 04
Lansdowne and Rockfield.........	J. H. Earl......	7	6 & 3	12 "	225 00
Lansdowne and Railway Station...	W.H.Wallis ...	⅓	6	12 "	62 60
Lansdowne and Sand Bay.........	E. Patience.....	11¾	3	9 " (to Dec. 31, '10)	114 12
Latimer and Woolf's Corners.. ...	M. E. Traves ..	1	3 & 6	12 "	119 79
Leinster and Overton.............	J. Schamehorn..	6 m. and 170 rods	3	12 "	95 80
Leland and Oates.............. ..	J. Buck........	4½	2	12 "	65 00
Lillies and Lyn..................	A. Booth.	3	3	12 "	100 00
Lime Lake and Marlbank.........	C. B. Loyst.....	4	3	12 "	100 00
Lochlin and Railway Station......	L. Pringle......	¼	12	12 "	85 20
Long Lake and Mountain Grove...	I. M. Smith....	8	3	12 "	112 50
Lyn and Railway Station..........	H. Tennant. ..	⅛	18	12 "	140 00
Lyn and Railway Station G. T.....	W.A.McLean...	1	6	12 "	55 00
Lyndhurst, Morton and Railway Station.	A. M. Sweet....	2¾ & 3½	12 & 6	12 "	300 00
McIntosh Mills and Mallorytown..	J. McAvoy......	14	6	12 "	345 00
McKenzie Lake and Madawaska Station.	J. Carswell.....	14	1	6 " (to Sept. 30, '10)	47 00
McLean and Parham..	H. Wood.	8¼	2	12 "	99 25
Madoc and Queensboro...........	E. Groves	8	6	12 "	475 00
Madoc and Railway Station........	G. Alcombrack..	7	12	12 "	187 80
do do C. P..	S. Tanner	6½	19	12 "	295 00
do do G.T..	W. J. Atkins...	½	24	12 "	125 00
Mallorytown and Poole's Resort...	W. E. Williams.	5	6 & 3	12 "	144 00
Mallorytown and Rockport........	N. M. Andress..	13⅓	6	12 "	350 00
Mallorytown and Sherwood Spring.	W. A. Empey .	7¾	3	12 "	150 00
Malone and Railway Station.......	W. D. Nickle...	¾	6	12 "	80 00
Manhard and Clarke's Crossing....	T. Goodison.....	130 rods	3	12 "	40 00
Maple Lake and Minden	J. Barry........	22⅗	2	12 "	261 44
Maple Lake and West Guilford. .	N. Barnum.....	3	2	12 "	65 00
Marmosa and Railway Junction C. O.........	R. A. McWilliams....... ..	4	12	12 "	140 00
Marmosa and Railway Station.....	do	2½	12	12 "	50 00
Marmosa and Shanick.............	P. Sheridan.....	9	2	3 " (to June 30, '10)	20 00
do	M. Sheridan....	9	2	9 " (from ")	75 00
Marmora and Shaw............ ..	W. Neil........	8	2	12 "	60 00
Marmora and Stirling.............	W. Hulin.......	16	6	12 "	427 92
Maynooth and Railway Station C. & O,..................	J. Haryett......	¾	6	12 "	140 85
Millbridge and Railway Station....	C. Donaldson...	1¼	6	12 "	95 00
Minden and Railway Station......	A. E. Stinson ..	7½	12	12 "	206 58
Minto and Sine.	A. F. Reid.. ..	3	3	6 " (to Sept. 30, '10)	35 00
do	R. Clements....	3	3	6 " (from ")	42 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Moira and West Huntingdon Railway Station.	S. H. Brown....	5	6	12 months..............	150	00
Moneymore and Roslin..	J. W. Burley. .	5½	1 & 2	12 "	53	50
Morven and Napanee.............	N. Unger.......	5 m. and 1030 yds	6	12 "	188	81
Mountain Grove and Railway Station	A. McDonald...	100 yds.	12	12 "	40	40
Mountain View and Rossmore.....	C. H. Clark.....	6	6	12 "	339	00
Mount Julian and Burleigh Road..	P. Kennedy.....	3	3	2 " and 14 days (to June 14, '10) .	13	87
do do	do	3	3	9 " and 16 days (fr. Sept. 16, '10)..	36	13
Murray and Railway Station......	H.A. Boyce.....	1	4	12 "	185	00
Napanee and Street Letter Boxes..	R. A. Leonard.	1½	18	12 "	75	00
Napanee and Switzerville.........	P.E. R. Miller..	6	3	12 "	96	00
Naphan and Poucher's Mills.... .	J. D. Naphan. .	12½	2	12 "	72	12
Newboro and Railway Station.....	J. H. Butler....	⅛	24	12 "	149	48
New Dublin and Bellamys Station.	J. Horton......	3½	6	12 "	150	00
Norwood and Railway Station.....	D. Foster.......	½	26	12 "	447	48
Norwood. Warkworth and Hastings Station.......................	C. McDonnell..	16 & 6	6	12 "	460	00
Odessa and Railway Station.... ..	S. W. Clark....	5	12	12 "	333	21
Odessa and Thorpe....	do ...	6½	6	8 " (27 dys.f.Jy.4'10)	261	11
Odessa and Violet................	R. C. Snider....	6	6	12 days to April 12, '10	7	29
do do	D. W. Shea.....	6	6	1 mo. & 18 d. to My. 31,'10	44	80
do do	S. W. Clark....	12	6	10 mos. (from May 31, '10)	225	17
Ormsby and Railway Station.....	J. McKenzie...	⅛	12	7 " (to Oct. 31, '10)	35	00
Parkhouse and Railway Station....	J. B. LaBarge..	½	3	12 "	31	20
Perth and Wesport	J. F. Mulville..	23	2	12 "	228	33
Peterboro and Railway Stations (C. P & G. T)...........	R. Bell.........	½ & ¼	92	7 mos.&8dys.to Nov.8,'10	422	97
do do ..	W. Forster.....	½ & ¼	92	4 " (22dys.from ")	275	03
Peterboro and Street Letter Boxes.	W. L. Evans....	... .	as req.	12 months..............	726	32
Peterboro :—Special Xmas Delivery	A. H. Stratton, P.M	(to pay)!	.....	....	20	00
Peterboro and Stewart Hall...... .	W. B. Stewart.	7	3	5 mos. (from Nov. 1, '10)	65	00
Peterboro and Warsaw...........	J. Newall	16	6	12 "	313	00
Petworth and Yarker.............	J. C. Wallace...	4	6	12 "	150	00
Phillipston and Pouchers Mills....	W. B. Sills.	5	3	6 " (to Sept. 30, '10)	42	50
do do ...	J. Prentice......	5	3	6 " (from ")	45	00
Picton and Prinyer...............	P. Storms.....	17 mls.& 1,700yds	6	12 "	906	98
Picton and Railway Station C.O..	O. C. Hubbs....	⅞	24	12 "	250	00
Picton and Solmesville...........	I. Thompson....	20 mls.& 35rods	6	12 "	502	97
Picton and South Bay.....	P. McCrimmon.	18½	6	12 "	606	84
Picton and Street Letter Boxes ...	W. V. Pettet..	1	12	12 "	78	24
Picton and West Point	J. W. Whattam	10	6	12 "	399	33
Plevna and Clarendon Station.....	H. Martin	22	3	12 "	345	40
Plevna and Lavant Station........	J. E. Brouse...	17	3	12 "	190	00
Point Traverse and South Bay.....	P. Rorabeck.. .	8	3	12 "	120	00
Portland and Crosby Railway Stn.	H. H. Henderson	5	12	12 "	334	00
Portland and Smiths Falls.........	P. Dooher.... .	18	6	3 " (to June 30, '10)	150	00
do do	E. Willis.......	18	6	9 " (from ")	450	00
Preneveau and Rylstone......	R. Hoard.....	8 mls. & 400 ft.	3	12 "	131	24
Read and Shannonville...........	J. M Brennan..	13¾	6	12 "	478	38
Roblin and West Plain...........	A. Sedore	3	2	12 "	25	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Lawrence and Wolfe Island	S. D. Woodman	14	2	12 months	250 00
Sharbot Lake and Railway Station	H. J. Thomson	⅛	20	12 "	208 60
Sharbot Lake and Zealand	do	5½	2	12 "	75 00
Sidney Crossing and Railway Stn.	W. R. Vandervoort	1	6	12 "	103 29
Sillsville and The Pines	J. Garrison	7	6	12 "	180 00
Simcoe Island and Wolfe Island	R. Busck	3½	2	12 "	105 00
Soperton and Railway Station (B. & W. & N. W)	S. W. Stafford	½	6	12 "	50 00
South Monaghan and Wallace Point	H. J. Cardwell	3½	3	12 "	75 00
Springville and Kendry Station	A. Reynolds	½	6	12 "	78 24
Stirling and Railway Station	J. G. Richards	¼	18	12 "	109 55
Toledo and Forthton Station	G. Pepper	10	6	12 "	403 77
Tory Hill and Railway Station	R. H. Anderson	10 rods.	12	12 "	58 33
Trenton and Railway Station	J. E. Rathbun	¼	36	12 "	280 00
Trenton and Wooler	F. McColl	9	6	12 "	324 58
Tuftsville and Madoc Junction	S. Tufts	1/15	6	12 "	75 00
Turriff and Railway Station	W. R. Wood	¼	3	1 mo. & 14 d. f. Feb. 14, '11	5 00
Tweed and Railway Station	A. Turcott	320 yds.	26	12 months	350 00
Tweed Transfer of Mails	A. Turcott		7	12 " (and arrears)	212 00
Umfraville and Turriff Station	J. McCabe	4	3	12 "	117 00
Villiers and Railway Station	J. Hastie	2	6	12 "	123 00
Wellington and Railway Station	G. Pettingill	¼	24	12 "	85 00
Wellman's Corners and Railway Stn	T. Hubble	2	6	12 "	150 00
Westbrook and Collins Bay Railway Station	J. R. Smith	2½	6	8 mos. & 28 dys. f. July 4, '10	158 44
West Huntingdon and Railway Stn	A. Adams	¼	6	12 months	50 00
Westport and Railway Station (B. & W.)	M. A. Whelan	1	24	12 "	156 50
do do (K.&P.)	J. F. Knapp	20	3	12 "	444 60
Westwood and Railway Station	J. Doherty	2½	6	12 "	142 24
Wilberforce and Railway Station	J. Shea		6	12 "	50 00
Wilbur and Railway Station	B. Rodgers	10 yds.	6	7 " (to Oct. 31, '10)	5 83
do do	B. Richardson	10 yds.	12	5 " (from ")	14 58
				Total	64,513 72
				Less amount withdrawn from the Guarantte Fund	30 50
					64,483 22

APPENDIX B—*Continued.*

TORONTO POSTAL DIVISION.

DETAILS of all payments for Mail Transportotation in Toronto Postal Division made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Aberdeen and Durham	L. Elvidge	13½	3	12 months	164 45
Abingdon and Winona	J. A. Bissell	17	6	9 " (to Dec. 31, '10).	375 00
do do	F. W. Brown	17	6	3 " (from do).	225 00
Acton and Crewson's Corners	W. Lambert	9½	3	12 "	112 48
Aikensville and Hespeler	D. McCaig	4¾	3	12 "	150 00
Air Line Junction and G.T. Ry. Stn	H. Bartz	1	6	6 " (to Sep. 30, '10).	37 50
Albion and Centreville Railway Stn	M. Sullivan	½	6	12 "	50 50
Alder and Ravenshoe	J. Boag	3	6	6 " (from Oct. 1, '10)	55 50
Allanburg and Railway Stn., (G.T.)	M. Middaugh	½	12	12 "	150 00
Allandale and Holly	W. Bloxham	3	6	12 "	140 00
Allandale and Painswick	D. Peacock	3½	6	12 "	150 00
Allandale and Railway Stn., (G.T.).	R. Pulford	⅛	36	12 "	150 00
Allan Park, C. P. Ry. Station and Letter Box	G. Herd	1⅓	6	12 "	156 50
Allensville aud G.T.R., Catch Post	M McNicol	⅓	12	12 "	156 48
Alliston and Elmgrove	J. Brooks	11½	6	12 "	248 50
Alliston and Railway Stn., (G.T.)	J. J. Holland	½	24	12 "	87 64
Alliston and Rosemnt	do	9	6	12 "	234 72
Alliston Letter Box and Postal Car Train	do		12	12 "	31 30
Alloa, Snelgrove and C. P. Ry. Stn	S. Gamble	3½	6	12 "	200 00
Alport and Bracebridge	H. F. Bickmore	4	3	12 "	75 00
Alsfeld and Railway Station, (G.T.)	G. H. Cook	1¼	6	12 "	142 46
Alton and Railway Station (C.P.)	R. Clarke	½	12	12 "	115 00
do do (G.T.)	R. J. Page	1¼	12	12 "	219 10
Amaranth Stn. and C. P. Ry. Stn	J. S. Lacon	⅓	6	12 "	80 80
Amber and Milliken	G. A. Prentice	12½	6	12 "	376 43
Amigari, Ry. Stn. and Letter Box	A. B. Hurrel	⅓	18	12 "	97 48
Ancaster and Hamilton	D. Morrison	7	12	12 "	637 00
Angus and Baxter	W. Pearce	7½	3	12 "	140 00
Angus and Ry. Station (G.T.)	H. L. Tar Bush	⅛	24	12 "	120 00
Anten Mills and G.T.R. Catch Post	J. McLaughlin	½	6	12 "	40 00
Antioch and Grassmere	G. Field	4½	1	12 "	65 00
Appleby, G. T. Ry. Station and Letter Box	M. C. Prescott	¾	18	12 "	127 48
Apto and Phelston Railway Stn	J. O'Neil	6	6	12 "	200 00
Arriss and Weisenburg C.P.Ry. Stn	E. House	260 yds.	12	12 "	65 00
Arnott and C. P. Railway Station	J. Murray	⅛	12	12 "	59 47
Arthur and Metz	D. Smith	6	3	9 " and 19 d. (to Jan. 19, '11)	102 33
do do	J. W. Phillips	6	3	2 " and 12 days (from Jan. 19, '11)	25 15
Arthur and Monck	W. R. Brock	13	3 & 6	12 "	324 99
do Mount View	E. Shaw	8	2	12 "	105 00
Ash and Railway Station (G.T.)	T. Horn	1/17	6	12 "	58 00
Ashgrove and Georgetown	C. Mitchell	4	6	3 " (to June 30, '10)	40 00
do do	J. Macdonald	4	6	6 " (to Dec. 31, '10).	80 00
do do	H. Hiltz	4	6	3 " (from ").	56 25
Ashley, Rockford, C.P. Railway Stn and Letter Box	G. Fallis	1¼	3	12 "	49 92
Atha and Stouffville	J. Story	14¼	6	9 " (to Dec. 31, '10)	163 81
do do	J. Coates	14¼	6	3 " (from ")	58 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Atherley, G.T.Ry.S. and Letter Box	E. Lanigan	¼	24	12 mos. and Extra Trips.	91 67
Athlone and Tottenham	C. P. Skelly	18	6	12 "	289 00
Attercliffe, M. C. Railway Station and Letter Box	J. Sundy	⅛	12	12 "	120 49
Aurora and G. T. Railway Station	Straster Bros	¼	24	12 "	220 00
Aurora and Whiterose	H. Evans	3	6	12 "	404 66
Avening and G. T. Railway Stn.	E. A. Pringle	⅜	12	12 - "	120 00
Ayton and Hampden	H. Byers	6½	3	12 "	140 40
Ayton and Nenagh	W. Kenna	5	2	12 "	80 00
Ayton and G.T.R. Stn. & Letter Box	do	¾	24	12 "	114 32
Bala and C. N. Railway Station	J. White	1½	12	12 "	281 70
Bala and Dudley	I. White	3	3	Season 1910-11	50 00
Bala and Sahanatien	L. Sahanatien	9	1	12 months	52 00
Balaclava and Owen Sound	D. McAleer	15¼	3	12 "	509 66
Baldwin, G.T.R. Stn. and Letter Box	L. Grylls	½	24	12 "	250 40
Ballantrea do do	W. H. Jones	¼	24	12 "	150 00
Ballinafad and Georgtown	F. W. Betts	6	6	9 " (to Dec. 31, '10)	187 50
do do	R. Heowins	6	6	3 " (from ")	62 50
Balsam Grove and Fenelon Falls	R. C. Webster	6	2	12 "	90 00
Balsam Lake and Glen Arm	R. J. Hargrave	4¼	2	12 "	72 00
Banda and Glencairn Railway Stn.	J. Millsop	2½	6	12 "	148 48
Barclay and Stroud	G. Barclay	3	6	12 "	125 00
Bardsville and Falkenburg Stn	R. Goltz	6½	3	12 "	154 00
Barkway and Washago	I. Davey	21	3	12 "	355 00
Barnesdale and C.N. Railway Stn.	F. J. Bradey	¼	12	12 "	156 50
Barnesdale and Moon Falls	D. Sweet	14	1	Part of seasons 1909-10-11	110 00
Barrie and Hillsdale	W. J. Shanahan	16	6	12 months	882 06
Barrie and Midhurst	W. W. Boyce	5	6	12 "	180 00
Barrie and G. T. Railway Station	E. Sevigny	10r	73	12 "	161 83
Barrie and Street Letter Boxes	W. Armstrong	5	18	12 "	194 48
Batteau and G. T. Railway Station.	M. S. Jackson	1/16	12	12 "	93 90
Baysville and Bracebridge	J. Rowe	16	6	12 "	401 00
Baysville and Dorset	do	17½	6	12 "	599 00
Baysville and Newholm	T. H. Ferguson	9	2	12 "	160 00
Beamsville and Campden	J. B. Grobb	5	6	12 "	220 00
Beamsville and Tintern	C. Cox	8	6	1 " (to April 30, '10).	30 41
do do	C. C. Martin	8	6	11 " (from ").	334 58
Bear Cave and Rosseau	H. Bishton	9½	1	12 "	47 48
Beathton and Oshawa	F. Roser	19	6	4 " 7 days (to Nov. 7, '10)	160 93
do do	R. Ham	19	6	7 " 23 dys. (from ")	191 31
Beaverdale and Markdale	W. Wiley	10	3	12 "	212 00
Beaverton and Railway Stn. (C.N.).	J. Lytle	¾	12	12 "	75 12
do do (G.T.).	G. H. Williamson	⅛	24	12 "	97 00
Beeton and Railway Station (G.T.).	W. C. McCutcheon	¾	24	12 "	235 00
Belfountain and Ry. Station (C.P.).	W. Ramsay	1½	12	12 "	135 00
Bell Ewart and Lefroy Station.	R. Colgan	1	12 & 18	12 "	156 25
Belwood and Craigholme	E. Hanna	2	3	12 "	110 00
Belwood and Dracon	C. Campbell	14½	2	9 " (to Dec. 31, '10).	54 00
do do	J. H. G. Dracon	14½	2	3 " (from ").	23 75
Belwood, C. P. Railway Station and Letter Box	J. Hanna	½	12	12 "	78 25
Bent River and Utterson	J. Greer	17	3	12 "	379 64
Berkeley and Harkaway	A. Clarke	9¾	6	12 "	336 88
Berkeley and Railway Stn. (C.P.).	E. Sargent	½	12	12 "	110 00
Bethany and Railway Station (G.T.)	J. Hadden	1/16	12	6 " (to Sept. 30, '10).	41 50
do do	T. J. Jackson	1/16	12	6 " (from ").	37 50
Bexley and Head Lake	S. J. Ryan	10	3	12 "	182 00
Bexley and Kirkfield	G. Barker	10½	6	12 "	525 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Binbrook, Glanford Station and Letter Box	J. Harrison	5	6	12 months	244 46
Binkham and Erin	A. Cowan	4½	2	12 "	69 00
Black Bank and Lisle Railway Station and Letter Box	A. Duffin	13	6	12 "	479 08
Black Creek and Railway Station	C. H. Jenks	⅛	12	12 "	40 00
Blackstock and Purple Hill	W. Bartley	4	2	12 "	48 00
Blackwater and Layton	J. E. Patterson	4	3	12 "	120 00
Blackwater and Railway Stn. (G.T.)	J. Allin	125 yds.	24	12 "	100 16
Bobcaygeon and Kings Wharf	J. O'Leary	10	3	12 "	156 00
Bobcaygeon and Railway Stn. (C.P.)	E. B. Garlick	¼	18	12 "	93 90
Bobcaygeon and Red Rock	W. J. Thomas	6	2	12 "	75 00
Bognor and Woodford	D. Murdock	6	6	12 "	289 00
Bolton, Castlederg and Mount Wolfe	R. Cronin	5½ & 11½	3 & 6	12 "	359 91
Bolton and Railway Station (C.P.)	T. D. Elliott	½ & 1½	24	12 "	145 75
Boothville and Procton Station	W. Marshall	10¾	3	9 " (to Dec. 31, '10)	149 25
do do	N. Wilson	10¾	3	3 " (from ")	62 50
Bowling Green and Laurel Railway Station	R. H. Edgar	5¼	6	12 "	210 00
Bowmanville and Caesarea	C. Williams	44¼	6	3 " (to June 30, '10)	131 25
Bowmanville and Courtice	J. Walter	4½	6	12 "	131 28
Bowmanville and Enniskillen	C. Williams	9	6	2 mos. 14 days (to Sept. 14, '10)	51 63
do do	E. Gifford	9	6	16 dys. (to Sept. 30, '10)	8 21
do do	C. Williams	9	6	6 months (from ")	104 50
Bowmanville and Ry. Station (G.T.)	W. G. Glover	1½	12	12 "	70 00
Bowmanville and Tyrone	W. H. Moore	7	6	12 "	275 00
Boyle and Fenwick	W. H. Smith	2½	6	10 " (to Jan. 31, '11)	104 16
do do	C. Keenan	11	6	2 " (from ")	61 33
Bracebridge and Fraserburg	G. Stonehouse	12	2	12 "	198 00
Bracebridge and Hutton House	J. B. Hutton	18½	1	Part of seasons 1909-10-11	36 00
Bracebridge and Point Kaye	J. Kaye	21½	2	" "	70 00
Bracebridge and Ry. Station (G.T.)	R. P. Perry	¼	37	12 months	233 93
Bracebridge and Uffington	L. Taplin	12	3	12 "	160 00
Bracebridge and Wharf	J. E. Dunn	¼	12	Season 1910	82 40
Bracebridge and Ziska	J. Killen	6	2	"	62 10
Brackenrig and Port Carling	A. Ennis	4	3	12 months	138 84
Bracondale and Wychwood Park	C. Webb	1¼	12	12 "	125 00
Bradford and Newton Robinson	C. Melbourne	6 & 3	6 & 12	12 "	460 00
Bradford and Railway Stn. (G.T.)	do	½	24	12 "	80 00
Brampton and Huttonsville	H. Trimble	4	6	12 "	190 00
Brampton and Ry. Station (C.P.)	T. Thauburn	⅜	12	12 "	150 00
Brechin and Dalrymple	E. Vickers	9	3	12 "	265 00
Brechin, G. T. Railway Station and Letter Box	J. Koster	1	24	12 "	200 00
Brentwood, G. T. Railway Station and Letter Box	S. C. Warner	⅛	12	12 "	60 00
Bridgeburg and Ry. Station (C.S.)	D. L. Hankinson	¼	42	12 "	262 48
Bridgeburg and Shipyards	W. J. Brown	4	6	12 "	295 00
Bridgeburg—Transfer of Mails	D. L. Hankinson		6	12 "	93 90
Brisbane and Coningsby	A. Peavoy	4½	6	12 "	250 00
Bronte and Railway Station (G.T.)	J. S. MacDonald	1¼	12	12 "	187 80
Brookfield Station, C. S. Railway Station and Letter Box	M. Topp	1/16	6	12 "	50 00
Brookholm and Owen Sound	J. D. Stoddart	1	6	12 "	100 00
Brookholm and Shouldice	T. Skinner	7½	2	8 " (to Nov. 30, '10)	96 66
Brooklin and Railway Stn. (G.T.)	J. Pile	⅛	18	12 "	112 68
Brougham and Markham	R. Moore	26¼	6	1 " (to April 30, '10)	65 00
do do	J. Gates	25	6	11 " (from ")	557 44
Brougham and Whitby	J. Scott	12	6	6 "	542 00
Brown Hill and Ry. Station (G.T.)	P. Chapelle	¼	12	12 "	78 20

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brown's Nurseries and Ridgeville..	E. Morris.......	1¼	12	1 mos. 12 days (to May 12, '10)........	19 25
Brunswick, G. T. Railway Station and Letter Box	L. C. Patterson.	1/15	6	12 "	80 00
Buller, Kinmount and Miners' Bay.	J. Gillespie.....	12	2	5 " (to Aug. 31, '10).	66 66
do do ..	E. Greer.... ..	12	2	7 " (from ").	99 16
Bunessan and Bunessan C. P. R. Crossing	S. H. Edwards..	1¼	6	12 "	156 50
Burketon Station and Blackstock..	R. Philp........	....	.	1 Special trip	0 50
Burketon Station and Caesarea...	T. Shepard.....	20	6	Special trips....	3 00
do do	R. Philp.	20	6	5 days (to July 12, '10)..	11 25
do do	F. Hudson......	20	6	8 mos.,20 dys.(from ")	276 32
Burketon Station and Enfield......	W. Hesley......	4½	6	12 "	200 00
Burketon Station and Railway Station (C.P.)	C. Williams ..	⅛	12	3 " (to June 30, '10).	18 75
do do ..	F. Hudson......	⅛	12	9 " (from ").	56 25
Burlington and Port Nelson	G. E. Brown....	1½	6	12 "	90 00
Burlington and Radial Railway Stn.	Elliott & McKeith	⅛	12	12 "	60 00
Burnaby and Wainfleet Ry. Station	W. A. Kinnard.	2	6	3 " (to June 30, '10).	21 92
do do ..	A. Leslie........	2	6	9 " (from ").	112 50
Burnside and Uhthoff...........	T. McKinlay....	8	2	12 "	86 00
Burnt River and Ry. Station (G.T.).	S. Suddaby.....	⅛	12	12 "	37 56
Bury's Green and Railway Station (G.T.)........................	Y. Smith.......	2½	2	12 "	45 00
Caistorville and Canfield	J. Harkins	8	6	12 "	349 74
Calderwood and Ry. Station (G.T.).	M. Calder......	3	3	12 "	80 07
Caldwell and Caledon...	W. J. Brown....	5⅝	6	12 "	156 60
Caledon, C. P. Railway Station and Letter Box..	do ...	½	24	12 "	73 44
Caledon East and Ry. Station (G.T.)	J. W. Phillips...	500 yds.	12	12 "	80 00
Caledonia and Empire......... . .	J. Thorburn....	16⅔	6	12 "	649 60
Cambray and Lindsay	F. Wood	10¾ & 10⅓	6	6 " (to Sept. 20, '10).	188 00
do do	E. A. White....	10⅓	6	6 "	158 00
Cameron and Ry. Station (G.T.)...	P. Northcott....	¾	12	12 "	75 00
Camilla and Granger	J. Lindsay.....	6½	3	12 "	155 00
Camilla and Whittington	W. McBride ...	4½	3	12 "	114 00
Campania, C. P. R. Station and Letter Box......	H. Patten . ..	6	2 & 3	12 "	106 34
Campbellcroft, G. T. R. Railway Station and Letter Box..........	R. A. Elliott....	70 ft.	6	12 "	40 00
Campbellville and Ry. Station (C.P.)	M. Beattie......	¼	12	12 "	120 00
Camperdown, Railway Station and Letter Box......	J. Barclay......	4 rods.	12	12 "	36 36
Canfield, Darling Road, Canboro and Warner	J. G. Cline.....	6 & 2¾	6 & 3	12 "	280 34
Cannington, G. T. Station and Letter Box	J. Grant........	½	24	12 "	150 00
Cannington and Wilfrid...	U. Rogers ...	8½	6	12 "	312 00
Cape Rich and Meaford.....	W. McCrae.....	14	2	12 "	140 00
Carden and Dalrymple...........	P. McCarthy....	5	2	7 " 29 days (to Nov. 29, '10)	70 00
Carley and Creighton	A. Booth.. ..	2½	3	12 "	75 00
Carluke and Hamilton	G. Morton.....	13¼	6	12 "	582 09
Carrville and Railway Station.....	M. Harrison ...	3¾	6	12 "	237 00
Cashtown and Creemore.........	L. J. Colquhoun.	2	6	12 "	100 00
Castlemore and Kleinburg Railway Station	J. Cairns..... .	14	6	12 "	271 08
Cataract and Ry. Station (C.P.)....	A. H. Vanwyck.	½	12	9 " (to Dec. 31, '10)..	56 25
do do	J. Hillyard.....	½	12	3 " (from ")..	38 50
Cedar Brae and Railway Station...	F. Cain.........	200 yds.	12	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cedar Dale and Ry. Station (G.T.).	H. Robins......	¼	37	12 months.............	130 24
Cedar Valley and Ry. Station (C.N.)	H. Widdifield ..	300 yds.	12	12 "	93 90
Cedarville and Mount Forest ..	P. Morley	21	6	12 "	498 75
Chantler and Catch Post	E. S. Keenan...	200 ft.	6	12 "	25 00
Chatsworth and Chesley....	J. Sinclair.....	27½	6	12 "	850 00
Chatsworth and Durham..........	J. D. Brandon..	20	6	12 "	650 00
Chatsworth and Ry. Station (C.P.).	A. Blyth . . .	½	24	12 "	206 58
Chatsworth and Walter's Falls	A. Abercrombie.	12½	6	9 " (to Dec. 31, '10)..	300 00
do do ...	G. E. Taylor.. .	12½	6	3 " (from ")..	143 75
Cheltenham, Campbell's Cross and Railway Station	R. Kee	½ & 21	12&6	12 "	424 00
Cheltenham, G. T. Railway Station and Letter Box	Mrs. F. Frame..	½	6	12 "	47 00
Christian Island and Lafontaine...	J. L. King......	8	2	12 "	200 00
Churchill and Ry. Station (G.T.) .	E. H. Sloan	2¼	12	12 "	219 10
Churchville and Ry. Station (C.P.).	T. M. Kerney...	½	6	12 "	100 00
Claremont and Ry. Station (C.P.)..	R. Besse	¾	12	12 "	156 50
Clarke and Kendal	J. Pethick......	6½	6	12 "	292 08
Clarke and Newtonville	G. Payne.......	4	12	12 "	250 40
Clarksburg and Duncan	A. J. Howard ..	10	6	11 "	423 16
Clarksburg and Thornbury Railway Station....	R. Best.........	1½	24	12 "	313 00
Clarksburg and Redwing..........	J. Thompson ...	13½	6	12 "	537 08
Clarkson and Ry. Station (G.T.)...	E. M. Clarkson..	1/16	12	12 "	80 00
Clavering and Ry. Station (G.T.)..	M. Perkins.. ...	⅕	12	12 "	68 55
Clear Lake and Uffington...	A. Taplin.	16½	3	12 "	350 00
Clyde and Leslie Railway Station..	E. McNichol....	1½	6	12 "	121 24
Coldwater and Lovering	W.C.Richardson	7½	3	12 "	303 16
Coldwater and Moonstone....	G. Barr	6	3 & 6	12 "	202 07
Coldwater and Ry. Station, (G T.).	W. J. Wylie....	1	24	12 "	250 00
Coleman, G. T. Railway Station and Letter Box	F. Abbott......	1	24	12 "	199 00
Collingwood and Gibraltar	J. McLean.	12½	3	12 "	262 50
Collingwood, G.T. Railway Station, and Letter Box............ ...	J. S. Duncan....	⅓	42	12 "	350 00
Collingwood and Street Letter Boxes	do ...	3½	18	12 "	235 00
Colwell, G. T. Railway Station and Letter Box........	O. S. Rowe.	⅜	12	12 "	81 38
Concord, Thornhill Railway Station and Letter Box	A. Heise.......	½	12	12 "	156 50
Connor and Palgrave..............	H. Wallace.....	12, 13¼	3 & 12	7 " 15 days (to Nov. 15, '10)	185 44
do do	S. Jefferson	12, 13¼	3 & 12	4 " 15 ds. from "	112 56
Cookstown and Railway Sta. (G.T.)	H. Coleman.....	¼	24	12 "	150 24
Cooksville and Ry. Station (C.P.)..	C. F. Colwell....	1	18	12 "	180 00
Capetown and Orkney..	A. P. Thompson	3	6	12 "	218 75
Corbetton and Ry. Station, (C.P.).	G. L. Thompson	30 rods.	6	6 " (to Sept. 30, '10)	17 00
do do ..	P. M. Sine......	30 rods.	6	6 " (from ")	17 00
Corwhin, C. P. Railway Station and Letter Box........	A. Campbell....	75 yds.	12	12 "	100 00
Coulson and Orillia	J. J. Seymour ..	16	6	12 "	571 00
Craigie Lea and Gregory...	T. Waters......	5	1 & 2	Part of seasons 1909-10 & 1910-11........	80 00
Craigie Lea and Wharf	T. Waters ...	¾	12	Part of season 1910.... .	43 80
Craigleith, G. T. Railway Station and Letter Box	A. Fleming	½	6	12 months....	48 00
Credit Forks, C. P. Railway Station and Letter Box.........	G. G. Smith....	¼	12	12 "	73 54
Creemore and Ry, Station (G.T.)..	S. Gillespie.....	¼	24	12 "	93 90
Creemore and Maple Valley.. ..	G. B. Moore ...	9	6	12 "	313 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cresswell and Manilla Junction Railway Station	J. Milne	¾	12	12 months	156 50
Cresswell and Salem Corners	I. Davison	2½	3	12 "	58 00
Crieff and Puslinch	D. McDonald	3	3	11 " (to Feb. 28, '11)	91 66
do do	J. A. Hollinger	3	6	1 " (from ")	8 33
Crossland and Phelpston	E. Hayes	19	6	12 "	525 00
Crowland and Welland	H. L. Pratt	4	6	3 " (to June 30, '10)	62 50
do do	R. Yokom	4	6	9 " (from ")	174 00
Cruickshank and Shallow Lake	D. Cameron	3½	3	12 "	82 50
Crystal Beach and Railway Station (G.T.)	E. A. Buck	1⅓	6 & 12	12 "	234 75
Crystal Beach and Wharf	do	¼	12	Season 1910	55 20
Darlington and Railway Station (G.T.)	G. Van Dyke	1¼	12	12 months	120 00
Dartmoor and Sebright	A. Snider	4	3	12 "	99 00
Davis' Corners and Kettleby	C. Shropshire	3¾	6	12 "	50 00
Deerhurst and Gilford	R. Baynes	4⅓	6	12 "	182 00
De Grassi Point and Lefroy	H. R. Nesbitt	1¼	12	Season 1910	48 00
Derby Mills and Owen Sound	R. Robertson	⅛	3	12 months	24 00
Dobbington and Grimston	G. Tough	3¾	3	12 "	92 00
Don and Toronto	J. C. White	8	6	12 "	526 00
Dongola and Kinmount	J. L. Davis	5½	2	12 "	75 00
Dornoch and Welbeck	E. Cawley	5	3	3 " and 21 days (to July 21, '10)	18 42
Downeyville and Omemee	C. Downey	5⅓	6	12 "	300 00
Downsview and Railway Station	M. Morgan	⅝	6	12 "	100 31
Dromore and Holstein	P. Sterne	9	6	12 "	300 00
Dromore and Thistle	W. W. Ramage	4½	3	12 "	75 00
Drumquin and Milton West	J. Curry	18	6	12 "	370 16
Dunbarton and Toronto	H. Wood	19¾	6	12 "	770 00
Dundalk and Hopeville	J. Schmidt	9	6	12 "	372 44
Dundalk and Kingscote	T. Marrie	17⅗	3	12 "	294 20
Dundalk and McIntyre	M. McIntyre	13½	6	12 "	399 00
Dundalk and Ry. Station (C.P.)	D. Hanbury	⅛	24	12 "	125 20
Dundas and Street Letter Boxes	G. Brown	1½	2	3 days (to April 3, '10 & arrears).	62 77
do do	J. J. Healy	2⅗	as req.	11 mos. and 27 dys. (from April 3, 1910).-	168 75
Dundas and Sheffield	G. Phillips	14	6	12 "	455 00
Duneden and Lavender	W.J Weatherall	2½	6	12 "	250 00
Dunnville and Ry. Station (G.T.)	J. J. McGraw	¼	24	12 "	313 00
Dunnville and Wellandport	W. H. Fluelling	12	6	12 "	456 48
Dunsford and Pleasant Point	C. Hore	4¼	6	12 "	202 00
Dunsford and Ry. Station (C.P.)	W. Gordon	⅓	12	12 "	125 00
Duntroon and Singhampton	T. Brown	6	6	12 "	285 00
Duntroon, G. T. Railway Station and Letter Box	M. M. Russell	⅝	24	12 "	313 00
Durham, C. P. Railway Station and Letter Box	W. Lougheed	⅛	24	3 " (to June 30, '10)	43 68
do do	J. E. Whittaker	⅓	12	9 " (from ")	131 60
do do (G.T.)	W. Lougheed	¼	24	3 " (to June 30, '10)	46 95
do do (G.T.)	J. E. Whittaker	¼	24	9 " (from ")	140 85
Earnscliffe and Rosemont	R. Bradley	5⅕	6	12 "	225 00
East Emily and Fowler's Corners	M. O'Donnell	4	2	12 "	80 00
Ebordale and Markdale	M. Smith	12½	3	12 "	256 00
Eden Mills and Guelph	W. Woods	16	6	12 "	371 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Edenvale and Minesing	S. Elliott	6	6	12 months	311	50
Edgar and Hawkestone	T. W. Montgomery	13¼	6	1 " and 7 days (to May 7, '10)	50	51
Edgar and Shanty Bay	W. Paterson	8	6	10 " and 24 dys. (from May 7, 1910)	443	10
Edgeley and Thornhill G.T.Railway Station	R. Sowden	2	12	12 "	195	00
Egbert and Mail Catch Post (G.T. Railway)	M. Mullen	3	6	12 "	110	00
Egerton and Signet	G. Coutts	3½	3	12 "	54	49
Elcho and Smithville	C. Harrington	10	3	12 "	191	46
Elder and Mono Centre	T. Giles	4½	2	3 " (to June 30, '10)	15	00
do do	W. S. Thompson	4½	2	9 " (from ")	54	00
Eden's Mills and Railway Stn. (C.P.)	Mrs. M. Blain	¼	6	12 "	85	00
Elia. G. T. Railway Station and Letter Box	J. Daniels	½	6	12 "	90	00
Elizabethville and Port Hope	J. T. Beatty	32	6	12 "	557	07
Elmbank and Malton	J. Harrison	21	6	12 "	409	44
Elmvale and Gibson	W. W. Spring	12	6	12 "	600	00
Elmvale and Railway Station (G.T.)	O. Bauldry	½	18	12 "	150	00
Emberson and Huntsville	G. T. Young	10	2	12 "	156	00
Emery and Railway Station (C.P.)	J. Watson	¼	6	12 "	100	00
Ennis and Loretto	J. O'Leary	3½	2	12 "	60	00
Ennismore and Frankhill	J. C. Lowes	6	1	12 "	70	00
Epping and Meaford	R. Onia	17½	6	9 " (to Dec. 31, '10)	457	50
do do	T. P. Hawkins	17½	6	3 " (from ")	161	25
Erin and Guelph	W. H. Boles	20	6	12 "	424	00
Erin and Railway Station (C.P.)	W. Chisholm	1	12	12 "	93	90
Erindale and Railway Station (C.P.)	H. C. Bunting	1¾	6	9 " (to Dec. 31, '10)	49	50
do do	H. Noble	1¾	6	3 " (from ")	19	25
Etwell and Huntsville	A. Robinson	8	3	12 "	195	00
Fairbank and Davenport, G.T.Railway Station	A. Watt	3½	6	12 "	160	00
Fairbairn and Fenelon Falls	T. E. Tires	8	2	12 "	105	00
Fair Valley and Warminster	J. Dunlop	4	3	12 "	95	00
Falkenburg Station, G. T. Railway Station and Letter Box	W. Aaismith	⅛	12	12 "	78	00
Falkenburg Station and Windermere	D. Fife	17½	3	12 "	404	00
Fawkham and Washago Railway Station	A. B. McDonell	3¼	6	12 "	150	24
Fenelon Falls and Railway Station (G.T.)	H. Brooks	½	18	12 "	125	00
Fenelon Falls and Morland	R. J. Woodcock	21	6	12 "	776	00
Fenwick and Railway Station (T. H. & B.)	A. Rice	½	12	12 "	78	25
Fenwick and River Bend	J. C. Chambers	5½	6	10 " (to Jan. 31, '11)	244	16
Fenwick and St. John's West	J. A. McQueen	9	6	12 "	275	00
Fenwick and Welland	A. Rice	10	6	12 "	480	00
Fergus and Living Springs	W. Marshall	6	3	3 " (to June 30, '10)	48	75
do do	R. Carlow	6	3	9 " (from ")	134	25
Fesserton, G. T. Railway Station and Letter Box	R. Jancowski	¾	24	12 "	187	80
Feversham and Flesherton	J. Sample	12 & 15 r.	6	12 "	263	00
Feversham and Lady Bank	R. A. Roberts	5	2	12 "	100	00
Finger Board and Sonya	W. H. Foster	2½	3	12 "	70	00
Fleetwood and Franklin	J. Shea	2	6	12 "	100	00
Flesherton, Kimberley and Vandeleur	J. Weber	6½ & 10½	6	12 "	697	00
Flesherton and Railway Stn. (C.P.)	W. W. Trimble	1¾	24	12 "	149	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Fordwick and Mount Forest	J. Ritch			Special service	15	00
Fort Erie and Railway Station	H. Plato	$1\frac{1}{4}$	42	12 months	583	32
Formead, G. T. Railway Station and Letter Box	W. Black	$\frac{1}{4}$	6	12 "	60	00
Franconia and Railway Station	R. C. Glaves	$7\frac{1}{4}$	6	12 "	391	25
Franklin and Millbrook	A. J. Larmer			Special service	24	00
Franklin, G. T. Railway Station and Letter Box	H.E.Tripp & Son	100 yds.	12	12 months	100	00
Freelton and Guelph	M. Tufford	15	6	12 "	552	75
Freelton and Hamilton	J. Foster	$14\frac{3}{4}$	6	12 "	345	08
do do	do	$16\frac{1}{2}$	6	9 " (to Dec. 31, '10).	337	50
do do	E. L. Morden	$16\frac{1}{2}$	6	3 " (from ").	127	50
Freelton and Mountsberg	J. Mount	$3\frac{1}{2}$	6	12 "	192	00
Freeman and Railway Station (G.T.)	J. W. Freeman	$\frac{1}{16}$	30	12 "	125	20
Galt and Sheffield	G. Phillips	6	6	12 "	167	83
Gamebridge and G. T. Ry. Station and Letter Box	D. McBain	$1\frac{1}{2}$	12	12 "	125	00
Garry Owen and Owen Sound	L. Godfrey	10	3	7 " 10 d. (to N. 10, '10)	123	82
do do	T. Gallagher	10	3	4 " & 20 d. (from ")	75	43
Gasfield and Stromness	G. Rinker	$1\frac{3}{4}$	6	12 "	80	00
Gas Line and Catch Post	E. Michener	$\frac{3}{4}$	6	12 "	80	00
Geneva Park and Longford Mills	C. M. Copeland	2	6	Season 1910	40	00
Georgetown and Glen Williams	L. Lewis	2	12	12 months	177	75
Georgetown and Railway Station	N. A. McCallum	$\frac{1}{2}$	18	12 "	175	00
Georgina Island and Virgina	C. Big Canoe	4	2	12 "	40	00
Germania and Gravenhurst	W. Conk	$13\frac{1}{2}$	3	12 "	275	00
Gilchrist and Shanty Bay	H. Gilchrist	4	6	1 " 7 d. (to May 7, '10)	18	30
Gilford and Ry. Stn. and Letter Box	J. A. Blain	$\frac{1}{8}$	24	12 "	62	60
Glamorgan and Millbrook	W. Kennedy	6	2	3 " (to June 30, '10).	24	50
do do	W. Hudson	6	2	9 " (from ")	73	50
Glanford Station and Ry. Stn. and Letter Box	H. Clark	$\frac{1}{2}$	6	12 "	68	86
Glascott and Markdale	J. C. Shute	$8\frac{1}{2}$	3	12 "	200	00
Glenarm and Woodville	S. Dunon	22	6	12 "	425	00
Glencairn and G. T. Ry. Station	S. Stephens	$\frac{1}{4}$	6	12 "	60	00
Gleneden and Mount Forest	R. Clark	5	3	12 "	100	00
Glenelg Centre and Pomona	W. H. Arrows'ith	$2\frac{1}{2}$	3	12 "	75	00
Glen Huron and G. T. Ry. Station	J. C. Hamilton	$1\frac{1}{2}$	6	12 "	140	00
Glen Major and Myrtle	E. Harnden	7	6	12 "	187	00
Glen Orchard and Redwood	N. Orchard	$2\frac{1}{2}$	3	Pts. of seasons 1909-1910 and 1910-1911	41	60
Glen Orchard and Whiteside	N. Orchard	$1\frac{1}{2}$	3	Pts. of seasons 1909-1910 and 1910-11	36	40
Glenville and Newmarket	T. Somerville	$3\frac{1}{2}$	6	12 months	128	25
Goodwood and Railway Station	J. Jarvis	$\frac{1}{8}$	12	12 "	60	00
Gordon Bay and C. N. Ry. Station	J. M. Hatherley	100 yds.	12	12 "	78	25
Goring and Rocklyn	R. Williamson	4	3	12 "	92	50
Gormley and Unionville	R. Campbell	$22\frac{1}{2}$	6	7 " (to Oct. 31, '10)	247	06
do do	R. J. Allen	$22\frac{1}{2}$	6	5 " (from ")	177	91
Grand Valley and Peepabun	R. Dickson	$3\frac{1}{2}$	2	12 "	50	00
Grand Valley and C. P. Ry. Stn	J. & F. Sargent	1	24	12 "	130	00
Grand Valley and Wesley	W. Pearce	$13\frac{1}{2}$	3	12 "	299	00
Grassie and Kimbo	W. Newnham	$4\frac{1}{2}$	3	9 " (to Dec. 31, '10).	81	75
Grassie and T. H. & B. Ry. Station	J. O. Moore	$\frac{1}{2}$	6	12 "	80	00
Gravenhurst and Sanitarium	D. A. Campbell	2	6	5 " (from Nov. 1, '10)	31	25
do and Ry. Station and Letter Box	W. H. Johns	$\frac{3}{4}$	36	12 "	234	72
Gravenhurst and Walker's Point	H. Bradley	14	2	Pts. of seasons 1909-10 & 1910-11	100	00
Gravenhurst and West Gravenhurst	J. Groh	2	6	12 months	125	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gravenhurst and Wharf..........	I. Passmore ..	1¾	12	Season 1910........ ...	75 60
Greenbank and Blackwater Junction, (G.T.R.)........	W. Stavin ...	5¾	6	12 months........	190 00
Green River and Ry. Stn., (C.P.R.)	M. R. Hoover .	1½	12	12 "	166 25
Grenfel and Ry. Station, (G.T.R.).	E. J. Tracey...	2½	3	12 "	117 00
Grimsby Centre and Smithville....	W. S. Hibbard..	5	3	3 " (from Jan. 1, '11)	48 75
Grimsby Park and G. T. Ry. Stn. Letter Box	C. M. Gripton..	¼	24	Season 1910............	54 00
Guelph and C.P.R. Stn. and Letter Box.......	W. Woods......	350 yds.	12	12 months......... .. .	144 00
Guelph and Shiloh........	J. P. McCann..	15¼	6	12 "	511 66
Guelph and Street Letter Boxes. ..	W. Hoban......	17 m. & 620 ft.	as req.	12 "	700 00
Guthrie and Oro Ry. Stn., (G. T.)..	W. Mitchell.....	3½	6	12 ".................	165 00
Hamilton, Special Christ. Delivery	Can. Trans. Co..	.... ..	....	....	40 00
Hamilton, Hunter Stn. and Ry. Stn., (C. P. & T. H. & B).. ...	Canadian Transfer Co...... ..	¼	48	12 "	325 00
Hamilton and Ry. Stn., (C.P.R.).	do	¼	48	Special trips............	48 50
Hamilton and Kilbride	W. Small......	15¼	6	12 months.......	197 00
Hamiltonand King St. Ry. S.(G.T.)	The Canadian Transfer Co..	⅓	18	12 "	315 00
Hamilton—Conv. of Letter Carriers	Hamilton Street Railway Co...	....	as req.	12 "	1,000 90
Hamilton and Mount Hamilton ...	D. Winn.	1½	6	12 "	25 00
Hamilton and Postal Station "B."	F. L. Temple...	2	as req.	7 " (to Oct. 31, '10)	568 75
do do	J. M. Peregrine,	2	as req.	1 " 5 d. (to Dec. 5, '10)	92 73
Hamilton Street Letter Boxes.	J. M. Peregrine.	....	as req.	12 "	4,199 83
Hamilton Beach and Radial Ry. Station and Letter Box....	J. Hughes......	¼	12 & 3	12 "	53 25
Hamlet and Ry. Station (C. N.)....	N. E. Bennett..	½	12	12 "	125 08
Hampshire Mills and Orillia...... .	C. Baird.... ..	10¾	6	12 "	632 00
Hampton and Solina.........	B. G. Stevens...	2¼	6	12 "	95 00
Hanover and C.P.R. Railway Stn. and Letter Box.......	G. Klemmer....	1	12	12 "	156 50
Hanover and Street Letter Box....	W. Wendorf ...	240 yds.	24	12 "	25 00
Hanover and Louise..........	C. Wendorf. ...	28	6	12 "	469 50
Hanover and Railway Stn., (G. T.)	W. Wendorf...	½	24	12 "	120 00
Hatherton and Maxwell......	M. Scilley......	4½	2	12 "	60 00
Hawkeston and Railway Station...	T. A. Stone.....	¼	12	3 " (to Aug. 31, '10)	10 20
Hawkestone and G. T. Ry. Station and Letter Box...	T. A. Stone.....	¼	6	12 "	46 95
Hekkla and Rosseau..............	G. Grenke	6	1	12 "	52 00
Hereward and Belwood Railway Station, (C. P.)......	C. Campbell....	4½	6	12 "	224 00
Hewitt and C. S. Ry. Station and Letter Box......	C. Hewitt......	¾	6	12 "	45 00
Hightfield and Catch Post..... ...	J. Smith .. .	¾	6	12 "	65 00
Hillsburgh and Railway Stn., (C.P.)	J. Carmichael...	½	12	12 "	125 00
Hillsdale and Hobart.....	C. E. Smith....	7	3	10 "	200 00
Hillsdale and Mt. St. Louis.......	S. Shanahan....	4	3	12 "	112 50
Hindon Hill and Peterson's Cors,..	D. Taylor.. ..	5½	2	12 "	80 00
Hoath Head and Owen Sound. ...	J. Fisher.....	7⅓	2	12 "	100 80
Hockley and Mono Centre.........	A. Beatty......	11⅕	6	12 "	401 16
Holland Centre and Railway Station (C.P)................. ..	R. C. Price. ...	1/16	24	12 "	135 00
Holland Landing and G. T. Railway Station and Letter Box.....	W. Luck.	¼	24	12 "	150 24
Holstein and Orchard.	J. Mark	4	6	12 "	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Holstein and G.T. Railway Station and Letter Box	A. Doupée	3/8	24	3 mos. (to June 30, '10)	32 50
do do	J. W. Manary	3/8	24	9 " (from ")	103 40
Honeywood and Railway Station	J. Grummett	12	6	12 "	274 00
Humber and Weston	P. Harris	8	6	12 "	221 00
Humber Bay and Swansea Railway Station (G.T)	J. McConnell	1	12	12 "	150 00
Humberstone and Railway Station (G.T)	G. Etling	½	24	12 "	137 48
Humberstone and Street Letter Boxes	G. Etling	333 yds.	24	12 "	30 00
Humphrey and Port Cockburn	W. B. Wilson	2	3	Part of season 1911	20 00
Huntsville, Dorset and Fox Point	The Huntsville, Lake of Bays & Lake Simcoe Navigation Co. Ltd	20½	3 in W. 3, 6 & 12 in S	12 months	2,000 00
Huntsville and Railway Station (G.T)	D. Kernaghan	¾	36	12 "	450 72
Huntsville and Kellsite	H. N. Gerhart	9	1	12 "	55 00
Huntsville and Ravenscliffe	J. Patterson	5½	2	12 "	85 00
Inglewood, C. P. Railway Station and Letter Box	J. Scott	⅛	12	12 "	78 00
Irish Lake and Priceville	T. Hughes	7½	3	12 "	150 00
Islington and Railway Station (C.P)	J. W. Dunn	½	18	12 "	313 00
Ivy and Thornton Railway Station (G.T)	W. Reid	5	6	12 "	203 45
Jackson and Owen Sound	W. Caswell	6	6	12 "	214 00
Jackson's Point and Railway Stn.	W. S. Morton	111 yds.	24	Part of season 1910	100 00
Jackson's Point and Sutton West.	W. S. Morton	1½	24	Seasons 1909-10 & 1910-11	117 50
Janetville and Pontypool	W. Foster	29	6	12 months	380 00
Jerseyville and Railway Station (T. H. & B)	G. W. Bishop	½	6	4 " (to July 31, '10)	14 49
do do	C. Morris	½	6	8 " (from ")	33 33
Jordan and G. T. Railway Station and Letter Box	A. S. Moyer	1¼	12	12 "	95 00
Jordan and Vineland	A. S. Moyer	1½	6 & 12	12 " & sum. season, '10	145 55
Jordan Harbour and Jordan Station P.O	G. Oliver	2½	6	12 "	125 00
Juddhaven and Port Carling	A. Ennis	14	3	Pts. of seasons, 1909-10 & 1910 11	130 00
Keldon and Shelburne	W. McBride	10	3	12 months	270 00
Kelso and Catch Post	B. E. Allan	⅛	12	12 "	120 00
Kemble and Wolseley	W. G. Vanstone.	5⅞	3	8 " (to Nov. 30, '10)	120 00
Keswick and Roache's Point	G. F. Young	3	6	12 "	200 00
Keswick and Toronto and York Radial Railway	L. Morton	70 rods.	6	12 "	62 60
Kettleby and Aurora and Schomberg Railway Station	C. Shropshire	1½	24	12 "	300 48
Kilgorie and Horning's Mills	T. Dorsey	4¼	2	12 "	60 00
Killean and C. P. Railway Station and Letter Box	I. Ferguson	1½	6	12 "	125 20
Kilmanagh and Mono Road Station	M. Stonehouse	3	3	12 "	69 00
Kilworthy and Catch Post	G. A. Lehmann.	200 yds.	12	12 "	80 00
Kilworthy and Morrison Lake	J. Lalonde	8	1	12 "	65 00
Kilworthy and Sparrow Lake	M. Wiancko	4½	6 & 3	12 "	121 20
King and Railway Station	J. A. McDonald.	⅓	6	12 "	110 00
King and Strange	A. McDonald	4¾	6	12 "	300 00
Kinghurst and Mooresburg	S. Fenton	5½	2	12 "	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kinmount and Railway Station (G.T).	G. Train	¼	12	12 months	60 00
Kirkfield and Lorneville Railway Station (G.T)	R. A. Grant	17½	6	3 " (to June 30, '10)	137 00
do do	J. E. Parkes	17½	6	9 " (from ")	411 00
Kirkfield and Rohallion	R. Whalen	7⅓	2	12 "	125 00
Kirkwall and Rockton	J. Harper	17½	6	12 "	295 00
Kleinburg and Railway Station	J. Cairns	1¼	12	12 "	150 00
Knatchbull and Speyside	A. McDonald	9½	3	12 "	197 00
Kolapore and Ravenna	T. Wilson	5½	6	12 "	190 00
Koshee and Catch Post (G.T.R)	A. McPherson	200 yds.	12	12 "	66 00
Lafontaine and Penetang	F. Longpré	8⅓	6	12 " and arrears	457 25
Lake Charles and Owen Sound	N. McCoag	16½	6	4 " (from Dec. 1, '10)	200 00
Lake Charles and Oxenden	F. J. Creysler	5	3	8 " (to Nov. 30, '10)	100 00
Lambton Mills and Railway Station (C.P)	F. Cornish	¼	18	12 "	231 25
Landerkin and Town Line Corners.	R. Donald	1¼	3	12 "	90 00
Leaside Junction and Railway Station (C.P)	J. H. Lea	300 yds.	12	12 "	21 75
Leaskdale and Sunderland Railway Station	W. H. Oliver	13	6	12 "	397 50
Lefaives Corners and Catch Post (G.T.R)	J. Campbell	1	3	12 "	55 00
Lefroy and Railway Station (G.T).	J. G. Douse	1/16	12	12 "	50 08
Lemonville and Stouffville	R. Chappell	16	6	12 "	335 00
Leskard and Newcastle	T. W. Jackson	16	6	12 " and arrears	450 74
Leskard and New Park	R. Miller	4	2	12 "	60 00
Lewisham and Washago	W. J. Ruttan	24	3	12 "	443 75
Lindenwood and Presqu Isle	G. Shaw	3½	1	8 " (to Nov. 30, '10)	26 66
Lindsay and C.P. Railway Station and Letter Box	W. Workman	½	18	12 "	93 87
Lindsay and G. T. Railway Station and Letter Box	do	½	48	12 "	224 99
Lindsay and Street Letter Boxes	P. O'Reilly	6⅓	18	12 "	297 80
Lindsay and Wharf	A. F. Palen	½	19	Season 1910	30 00
Linton and Kleinburg Railway Stn. (C.P.)	H. F. McGuire	13¼	6	12 months	449 00
Lisgar and C.P. Railway Station and Letter Box	F. Marshall	1	6	12 "	103 29
Lisle and G.T. Railway Station and Letter Box	R. H. Little	⅛	18	12 "	75 00
Little Britain and Railway Station (G.T.)	L. Sparks	2	18	12 "	194 00
Little Britain and Valentia	D. J. Sharpe	5½	6	12 "	218 00
Lloydtown and Aurora and Schomberg Railway Station	J. Baird	1¼	12	12 "	225 00
Lloydtown and Tuam	J. Baird	4	6	12 "	214 13
Locktown and G.T. Railway Stn and Letter Box	W. McElvaney	1¾	6	12 "	98 00
Long Branch and Railway Station, (G.T.)	J. Coulton	¼	12	Season 1910	60 00
Longford Mills and G.T. Railway Station and Letter Box	A. F. Cooper	⅛	12	12 months	85 00
Lorne Park and G.T. Railway Stn and Letter Box	A. Shaver	½	12	12 "	75 00
Lorneville and Railway Sta. (G.T.)	M. Cameron	¼	24	6 " (to Sept. 30, '10).	62 80
do do	C. Matheson	¼	24	6 " (from ").	49 92
Lowbanks and B. D. Crossing, G.T.R. and Letter Box	W. W. Michener	¾	6	12 "	85 00
Lynden and Troy	A. Misener	3	6	12 "	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McIntyre and Osprey	E. C. Pedler	3	2	9 mos. (from July, 1,'10)	37 50
McNab and St. Catharines	W. Bogardus	6	6	12 "	303 00
Macville and Railway Sta. (C.P.)	A. Hope	⅕	6	12 "	60 00
Malta and Severn Bridge	T. Whyte	4	2	12 "	78 75
Malton and Nortonville	J. Nix	22	6	12 "	418 00
Manchester and G.T. Railway Stn. and Letter Box	M. E. Fitchett	1¼	12	12 "	100 00
Manilla and Railway Station, G.T.	S. Sanguine	1¾	12	12 "	250 40
Mansewood and Railway Stn, G.T.	J. Wooding	⅛	6	12 "	50 00
Manvers Stn, C.P. Railway Station and Letter Box	W. Porter	¼	6	12 "	80 00
Maple and G.T. Railway Station and Letter Box	J. Shunk	½	18	12 "	187 80
Maple and Vellore	R. Rumble	13	6	3 " (to June 30, '10).	62 00
do	J. Shunk	13	6	9 " (from ").	286 00
Maple Lane and Yeovil Via Robb.	J. Spicer	7	3	12 "	146 00
Marden and Railway Sta. (G.T.)	J. Harley	¾	6	12 "	125 20
Markdale and Railway Sta. (C.P.)	J. C. Shnte	⅓	24	12 "	140 40
Markham and Mount Joy	G. W. Rodd	¾	12	12 "	100 00
Markham and Railway Sta. (G.T.)	Moore and Hagerman	½	24	12 "	80 00
Marshville and Wainfleet Railway Station	R. Haynes, Jr.	3½	12	12 "	195 00
Marsville and Orangeville	S. Montgomery	10	6	12 "	350 00
Martin Farm and Hawkestone Railway Station	T. W. Montgomery	9½	6	10 " and 23 dys. (from May 9, '10)	313 94
Martin Siding and Catch Post	W. J. Fowler	85 yds.	6	12 "	47 25
Meadowvale and Ry. Stn. (C.P.)	J. H. Whittam	⅞	12	12 "	180 53
Meaford and Owen Sound	F. Thompson	20	12	12 "	600 00
Meaford and Railway Sta. (G.T.T.)	T. Heppenstall	½	24	12 "	198 00
Meaford and Walter's Falls	Estate of J. Murray	22	3	3 " (to June 30, '10).	72 00
do do	J. Armstrong	22	3	2 " (to Aug. 31, '10).	108 00
do do	J. T. Walter	22	3	7 " (from ").	250 25
Melancthon and Catch Post, (C.P.R.)	J. Brown	¼	12	12 "	100 16
Melisse and G.T. Railway Catch Post	C. Shaw	200 yds	6	6 " (from Oct. 1, '10)	25 00
Melville Cross and C.P. Railway Station and Letter Box	H. Scott	¼	6	12 "	55 83
Merritton and Port Colborne	A. Vander Burgh	....	....	Special trip	20 00
Merritton and Railway Station	M. A. Schooley	⅛	6	12 months	34 28
Midland and Railway Sta. (G.T.R.)	R. Barry	½	24	12 "	375 60
Midland Railway Station, G.T. and Penetang Railway Station	A. Robitaille	5	6	12 "	200 00
Midland and Vasey	P. Belfry	10	6	12 "	470 00
Millbrook and Mount Pleasant	J. J. Hunter	25¼	6	12 "	475 00
Millbrook and Railway Sta. (G.T.)	J. L. Begam	3¼	36	12 "	224 64
Millington and Railway Station, (Uptergrove, G T)	F. Egan	¾	6	12 "	148 00
Milton West and Mount Nemo	J. W. Colling	10½	6	12 "	409 83
Milton West and Railway Station	J. A. Davidson	½ & ¼	12-24	12 "	365 00
Mimico and Railway Station, (G.T.)	R. H. Skelton	300 yds	12	12 "	99 88
Mimico and Swansea	A. Werden	....	....	Special trip	1 00
Mimosa and Orton	J. Cawthra	4½	6	12 months	198 00
Mineral Springs and Railway Stn, (T. A. & B.)	E. J. Sharp	200 ft.	6	12 "	36 80
Minesing and Railway Station	A. Ronald, Jr.	2	6	12 "	125 20
Moffatt and C.P. Railway Station and Letter Box	L. McFerran	¼	12	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mono Centre and Orangeville......	P. McFarlane...	24½	6	12 months..............	537 75
Mono Mills and Caledon East Railway Station	J. Henry.......	7½	6	12 "	297 83
Mono Road Station and Railway Station, (C.P.)	J. P. Judge. ..	1/16	24	12 "	58 37
Montrose and Port Robinson	L. Furry.	5	3	12 "	135 00
Moon Falls and Moon River.... ..	D. Sweet.......	11	3	Season 1910.............	63 50
Morley and Woodford.....	H. M. Vail.....	7½	2	12 "	104 11
Mortimer's Point and Port Carling.	A. H. Bicmore .	6	2	Season 1910-11	60 00
Morton Park and Roche's Point...	N. Morton	1½	12	Season 1910............	45 00
Mosborough and Ry. Stn.(G.T.) ..	J. O. Cleghorn..	⅛	12	12 "	112 72
Moulton and Dodge Crossing.....	W. Allen. ...	½	6	12 "	62 60
Mount Albert and G.T. Railway Station and Letter Box	J. F. Cook......	⅓	24	12 "	156 50
Mount Albert and Sharon	J. F. Cook. .. .	7¼	6	12 "	211 33
Mount Albert and West Franklin.	J. Brodie.......	2½	6	12 "	104 00
Mount Albion and Rymal Railway Station, (G.T.)..	J. A. Davis.....	3	6	12 "	197 15
Mount Dennis and Railway Station (G.T)......	M. J. Connor...	⅛	6	12 "	45 00
Mount Horeb and Reaboro........	W. Elliott....	5	3	12 "	100 00
Mulgrave and Ridgeway	C. J. Bitner ...	4	3	12 "	111 24
Murphy and Railway Station (G.T.)	R. Marrill......	100 yds	12	12 "	25 04
Muskoka Station and Railway Station (C.P.)..................	H. Anderson...	150 yds.	6	12 "	65 00
Myrtle and Myrtle Station.... ...	E. Harnden	¾	6	12 "	50 00
Myrtle and G. T. Railway Station and Letter Box. . ..	do	¼	12	12 "	70 00
Myrtle Station and Railway Station	J. E. Beacock ..	⅜	6	12 "	31 30
Nantye and Catch Post (G.T.).. ...	S. Spillett	⅔	6	12 "	103 28
Nassagaweye and Railway Station (C.P.)......	L. Elsley.....	2½	12	12 "	344 30
Nebo and Catch Post (G.T.)..	H. Spittal	300 yds.	6	12 "	10 00
Nestleton Station and Railway Station (C.P.)....	J. J. Bruce......	35 yds.	6	12 "	36 00
Netherby and Railway Station	J. Bauer.... ...	¾	6	12 "	80 00
Neustadt and G.T. Railway Station and Letter Box......	A. Dunneman ...	⅝	24	12 "	187 80
Newcastle and Orono..	T. W. Jackson..	4¼	6	12 "	155 00
New Lowell and G. T. Railway Station and Letter Box..........	J. W. Mather...	¼	24	12 "	50 00
New Market and Pine Orchard....	T. Somerville...	4½	3	12 "	157 00
Newmarket and G. T. Railway Station and Letter Box..........	do ..	⅝	24	12 "	200 00
Newmarket and Sutton West	do ..	22	6	12 "	1,084 33
Newmarket and Toronto and York Radial Railway Station.........	do ..	600 ft.	30	12 "	174 86
New Toronto and Railway Station (G.T.).........	W. Evans	1¾	18	6 " (to Sept. 30, '10)..	93 74
do do	W. Hennessey..	1¾	18	6 " (from ")..	120 00
Niagara-on-the-Lake and Railway Station (M.C.)...........	A. J. Armstrong	¼	12	12 "	74 83
Niagara-on-the-Lake and Railway Station (C.S.)	J. Healey.......	¼	12	Season 1910............	35 00
Niagara-on-the Lake and St. Catharines.....	J. Cumpson.....	12	6	12 months	325 00
do do	H. L. Walker...	12	6	Season 1910-11	362 00
Niagara Falls and Electric Railway Station...	C. D. Corson....	300 yds.	12	12 months	108 00
Niagara Falls and Niagara Falls, N.Y., Station "A"............	W. Phemister...	½	6	12 "	84 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Niagara Falls and Niagara Falls South	C. D. Corson	2½ & 3¼	18 & 12	12 months	474	94
Niagara Falls and Queenston	G. Gray	8	6	12 "	550	00
Niagara Falls P. O. and Queenston Heights Park	H. D. Suess	6	6	Season 1910	1	00
Niagara Falls and C. S. Railway Station and Letter Box	W. Phenister	¼	12 & 6	12 mos. and season	60	67
Niagara Falls and Street Letter Boxes	C. D. Corson	6	12	11 " (to Feb. 28, '10)	158	75
do do	do	7	18	1 " (from ")	85	00
North Keppel and Owen Sound	T. A. Gawley	21	6	3 " (to June 30, '10)	162	50
do do	R. McLaren	19½	6	9 " (from ")	450	00
Norval and Railway Station (G.T.)	J. Hewson	1½	6	12 "	112	50
Norval Station and Railway Station (G.T.)	J. Bird	400 yds.	12	12 "	40	00
Nottawa and Railway Station (G. T)	R. Jackson	¾	12	12 "	156	50
Nottawa and Rob Roy	T. S. Freethy	10	3	12 "	160	00
Oakville and Trafalgar	J. P. McDermott	4	6	12 "	229	75
Oakville, Station Letter Box and mail trains	A. & G. Hillman	25 & 100 yds.	36	1 " and 21 dys. from Feb. 8, '11	7	22
Oakwood and Railway Station (G. T.)	J. C. Coad	1½	18	12 "	319	24
Omemee and Railway Station (G. T.)	L. E. Hayes	1½	24	12 "	200	32
Orangeville and Railway Station (C.P.)	J. Henry	¾	24	12 "	170	00
Orangeville and Street Letter Boxes	do	2	12	12 "	200	00
Orillia and Railway Station (G.T.)	A. Fraser	½	48	12 " and extra trips	511	36
Orillia and Rugby	T. M. Young	7	6	12 "	247	00
Orillia and Sebright	M. Nicholson	17½	6	12 "	707	00
Orillia and Street Letter Boxes	A. Fraser	3 m. 330 yds.	18	12 "	279	44
Oriole and Duncan Railway Station (C.N.)	G. Summers	1½	6	12 "	100	00
Oro Station, Railway Station and Letter Box	D. McArthur	⅕	6	6 " (to Sept 30, '10)	37	50
do do	J. Elson	⅕	6	6 " (from ")	37	50
Oro Lake and Elmvale Railway Station (G.T.)	A. Salisbury	10	6	12 "	294	22
Orton, Railway Station and Letter Box	W. Mooney	⅓	12	12 "	48	18
Osealey and H. & D. Electric Railway Stop	W. Buckley	200 yds.	12	10 " (from June 1, '10)	20	08
Oshawa and Raglan	W. R. Derby	23	6	12 "	534	08
Oshawa and Railway Station (G.T.)	The Oshawa Railway Co	1½	18	12 "	100	00
Oshawa and Street Letter Box	A. W. Brodie	973 yds.	7	3 " and 25 dys. (from Dec. 7, '10)	20	66
Oshawa, Street Letter Box and South Oshawa	The Oshawa Railway Co	¼ & 1	13, 12	12 "	74	00
O'Sullivan's Corners and Agincourt Railway Station (G.T.)	J. W. Kennedy	14	6	12 "	400	00
Owen Sound and Railway Station (C.P.)	J. D. Stoddart	1	24	12 "	189	03
Owen Sound and Railway Station (G.T.)	do	½	30	12 "	198	32
Owen Sound and Street Letter Boxes	do	12¼	18	9 " (to Dec. 31' '10)	169	29
do do	do	15	18	3 " (from ")	71	83

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Owen Sound and Tara	J. E. Grant	22⅓	6	12 months	671	86
Oxenden and Wiarton	R. Heppenstall	3	6	6 " (to Sept. 30, '10).	50	00
do do	S. Hyatt	3	6	6 " (from ").	87	50
Palermo and Bronte Railway Station (G.T.)	G. Sargent	3	12	12 "	225	00
Palgrave and Palgrave Station	S. Jefferson	2½	3	12 "	92	00
Parkersville and Catch Post	P. L. Parker	350 yds.	6	12 "	60	00
Pefferlaw and Railway Stn. (C.N.).	C. K. Johnston	¼	12	12 "	125	20
Pefferlaw and Wilfrid	J. T. Broad	2	6	9 " (to Dec. 31, '10).	112	50
do do	J. Newsom	2	6	3 " (from ").	37	50
Pelham Union and Tintern	C. E. Cosby	3	3	12 "	60	00
Penetanguishene and G.T. Railway Station and Letter Box	J. H. Picotte	¼	24	12 "	150	00
Penville and Tottenham	E. M. Wilson	19⅜	6	12 "	352	99
Perkinsfield and Mail Catch Post	O. Pelow	½	6	12 "	93	90
Perm, Everett and Railway Station	E. F. Anderson	7½ & 1/16	6 & 18	12 "	283	00
Phelpston and Railway Station	L. Shanahan	1/16	18	12 "	120	81
Pickering and Railway Stn. (G.T.).	W. H. Peak	1½	6	12 "	25	00
Pine Grove and Woodbridge	J. G. Elliston	1¼	6	12 "	55	00
Pleasant and Catch Post (G.T.R.)	A. King	218 yds.	6	12 "	25	00
Pontypool and Railway Stn. (C.P.)	T. Stanton	1/16	18	12 "	90	00
Port Carling and Bala Road Crossing	A. Ennis	10½	6	Season, 1910-11	209	88
Port Cockburn and Maple Lake Railway Station	D. Sword	8	6	"	76	50
Port Cockburn and Trout Lake	R. Lawson	2	3	"	20	00
Port Colborne and Railway Station	D. Armstrong	¼	48	3 months (to June 30, '10)	50	66
do do	R. Malcolm	¼	48	9 " (from ")	244	40
Port Colborne and St. Catharines.	Gilmore & Co	....	..	Special trips	44	00
Port Colborne and Street Letter Box	D. Armstrong	¼	24	3 months (to June 30, '10)	15	00
do do	R. Malcolm	¼	24	9 " (from ")	45	00
Port Credit and Railway Stn. (G.T.)	F. J. Hamilton	⅜	6	12 "	78	25
Port Dalhousie and Railway Station (G.T.)	H. J. Stanton	¼	3	12 "	350	00
Port Dalhousie and St. Catharines.	do	....	..	Special trips	15	00
Port Hope, Railway Station and Letter Box	J. McLean	½	12	12 months	100	00
Port Hope, Midland Railway Station and Letter Box	T. Roberts	¾	36	12 "	325	00
Port Hope and Street Letter Boxes	do	3	13	12 "	235	00
Port McNichol and Victoria Harbour	F. W. Rudy	4½	6	3 " and 11 dys. (from Dec. 21, '10).	65	25
Port Maitland and Railway Station (G.T.)	R. Siddall	4	6	12 "	209	68
Port Perry, G. T. Railway Station and Letter Box	W. Jamieson	¼	24	12 "	90	00
Port Perry and Scugog	J. Jackson	7	3	12 "	200	00
Port Perry and Shirley	J. H. Espin	6	2	12 "	95	00
Port Robinson and Railway Station (G.T.)	W. C. Bennet	¼	24	12 "	162	76
Port Severn and Waubaushene	W. R. McGill	5	3 & 6	12 "	168	84
Port Stanton, C. N. Railway Station and Letter Box	F. Stanton	200 yds.	....	Season, 1910	10	00
Port Sydney and Railway Station (G.T.)	D. R. Jaggard	2½	6	12 months	281	70
Port Whitby and Railway Station (G.T.)	T. Appleton	½	12	12 "	70	00
Pottageville and 7th Concession Crossing	Z. F. Black	1	6	12 "	150	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Power Glen and St. Catharines....	Estate of late W. G. Reynolds..	4	6	12 months........	225 00
Powles Corners, G. T. Railway Station and Letter Box.....	W. H. Powles ..	1	6	12 "	156 50
Priceville, C. P. Railway Station and Letter Box....	N. McKinnon ..	¼	24	12 "	212 84
Priceville and Topcliff.............	A. McCuaig	4	3	12 "	80 00
Primrose and Whitefield....	J. Bailey.	4½	3	1 " 17 days (to May 17, '10).......	12 84
do do	R. Hill..... ...	4½	6	10 " and 14 dys. (from May 17, '10) .	126 27
Prince Albert, G. T. Railway Station and Letter Box.	J. G. Holman ..	½	12	12 "	80 00
Proton Station, C. P. Railway Station and Letter Box.	N. McConnell ..	⅝	24	12 "	145 00
Proton Station and Wareham......	J. Roome.......	9½	3	12 "	156 00
Purbrook and Uffington..........	J. Crockford . .	6	3	12 "	138 00
Puslinch and Railway Station (C.P.)	J. A. Macdonald	½	12	12 "	45 05
Quays and Railway Station (G.T.)..	H. W. Taylor...	200 yds.	6	12 "	60 00
Queenston and Railway Stn. (M.C.)	F. A. Sheppard.	1½	12	Season. 1910	79 90
Queensville and Ravenshoe........	J. Boag	6	6	12 months	228 58
Queensville and Toronto and York Radial Railway...	A. R. Mackenzie	60 rods	6	12 "	78 00
Rama Road and Rama Road Crossing..........	J. Heslin.......	1½	6	12 "	80 00
Randall and G.T.R. Catch Post....	J. Speck	66 yds.	6	12 "	31 30
Rathburn and Railway Stn. (C.N.).	D. J. Mulvihill..	¾	12	12 "	219 10
Ravenshoe and Railway Stn. (G.T.)	H. Glover	8	6	6 " (to Sept. 30, '10).	122 00
Reaboro and Railway Station (G.T.)	J. T. Horsley...	¼	12	12 "	70 00
Renforth and Southcote....	J. Draper.......	2¼	6	12 "	105 00
Ridgemount and Stevensville	J. D. Gilmour ..	3	3	12 "	90 00
Ridgeway and Railway Stn. (G.T.).	F. Dell.........	¼	24	12 "	136 00
Riverview, C. P. Railway Station and Letter Box.......	J. Laing........	3¾	6	12 "	186 22
Rockside and Terra Cotta...	Estate of late G. Davidson	3½	6	12 "	100 00
Rosedene and Silverdale Railway Station	B. Moot	3	6	12 "	252 48
Rosemont and Shelburne...	W. Allen..... .	12	6	12 , ...	523 00
Rosemont and Sheldon............	T. J. Anderson..	3¾	6	14 days (to April 14, '10).	5 63
do do	R. Holland....	3¾	6	11 months and 16 days (from ")	140 96
Rosseau and Maple Lake Railway Station..	F. Meashaw...	13½	6	12 "	575 00
Rosseau and Rosseau Falls	J. Fry.	4	3	Part of Seasons 1909-10 and 1910-11..........	36 00
Rosseau and Shannon Hall	A. Grenkie.. . .	8½	1	12 months....	78 00
Rosseau and Stanley House..	E. C. Leef ...	8	1	Part of Seasons 1909-10 .	2 50
do do	W. Bissonette ..	8	1	" 1910-11 .	40 00
Rosseau and West Grove....	M. E. West.....	5½	1	12 months.............	40 00
St. Anns and Railway Station (T.H. & B.).....................	J. M. Snyder...	¼	24	12 "	108 32
St. Anns and Welland Port	W. Cavers	6	12	12 "	349 00
St. Catharines and Ry. Station (G.T.)	D. Walker......	1	30	12 "	305 16
St. Catharines and Street Letter Boxes	H. L. Walker...	......	as req.	12 "	456 00
St. Davids and Railway Station....	J. J. Doyle.....	1¾	12	3 " and 17 days (to Sept. 17, '10)..	94 00
Sadowa and Sebright.....	H. Matheson....	5¾	3	12 "	126 24
Sandford and Uxbridge	B. Harwood	9	6	12 "	325 00
Sandhill, Mono Road Railway Station and Letter Box..........	J. White.......	2½	6	12 "	104 00
Saurin and Catch Post (G.T.)	T. McGrath	¼	12	6 " (to Sept. 30, '10).	10 00
do do	J. L. Ritchie....	¼	12	6 " (from ").	10 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Scotch Block and Railway Crossing (G.T.)	W. Hampshire	1/16	6	12 months	60 00
Seagrave and Railway Station	Estate of late S. Moon	½	6	6 " (to Sept. 30, '10), and extra trips	53 10
do do	J. Bond	½	6	6 " (from ").	49 00
Severn Bridge and Ry. Station (G.T.)	J. H. Jackson	½	18	12 "	90 00
Shallow Lake and G. T. Railway Station and Letter Box	J. J. Scott	¼	24	3 " (to June 30, '10).	27 45
do do	J. Osborne	¼	24	9 " (from ").	82 70
Shanty Bay, G. T. Railway Station and Letter Box	H. G. Martin	¼	12	12 "	93 90
Sharon and Toronto & York Radial Railway	J. Brammer	½	6	12 "	78 25
Shelburne and Ry. Station (C.P.)	O. Rands	¼	24	9 " (to Dec. 31, '10).	117 00
do do	G. B. Doney	¼	24	3 " (from ").	55 00
Sheridan and Clarkson Railway Station (G.T.)	W. H. Falconer	6½	6	12 "	415 00
Sherkson and Ry. Station (G.T.)	G. Zavitz	400 feet.	24	12 "	60 00
Shislers Point and Sherkston Railway Station	W. E. Wilhelm	1¼	12	12 "	100 00
Smithdale, G. T. Railway Station and Letter Box	D. Smith	¼	6	12 "	46 95
Smithville and Railway Station (T.H. & B.)	W. S. Hibbard	¼	12	12 "	105 00
Snider's Corners and Trafalgar	W. H. Post	7	3	12 "	150 00
Snyder, Stevensville Railway Station and Letter Box	J. J. Willick	1¼	6	12 "	88 00
Sonya and Railway Station (G.T.)	A. Black	⅜	6	12 "	121 00
South Oshawa and Railway Station (G.T.)	Oshawa Ry. Co.	½	42	12 "	70 00
Southwood and Ry. Station (C.N.)	W. Patterson	¾	3	12 "	93 60
Sprucedale and Yearleys	W. Quinn	10¾	3	12 "	236 00
Staney Brae and Ry. Station (C.N.)	L. W. Mackenzie	¾	12	12 "	125 20
Stanleydale and Utterson	N. Hanes	15	3	12 "	347 00
Star and Railway Station (C.P.)	J. Ritchie	¾	6	12 "	48 75
Stayner and Ry. Station (G.T.)	A. W. Palmer	½	24	12 "	140 00
Stayner and Strongville, &c	R. Fleming	25¾&4½	3 & 6	3 " (to June 30, '10).	82 73
do do	E. Turner	25¾&4½	3 & 6	9 " (from ").	266 52
Stevensville, M. C. Railway Station and Letter Box	J. D. Gilmour	¼	12	12 "	84 00
Stone Quarry and Railway Station (G.T.)	M. Bowen	¾	6	6 " (to Sept. 30, '10).	50 00
do do	A. Rohe	1¼	6	6 " (from ").	70 00
Stoney Creek and Woodburn	J. W. Green	15	6	12 "	392 00
Stouffville and Ry. Station (G.T.)	G. Brownsberger	½	36	12 "	150 00
Streetsville and Streetsville Junction Station	W. Steen	½ & ¾	18	12 "	157 44
Stroud, G. T. Railway Station and Letter Box	E. J. McCraw	1	12	12 "	156 48
Sturgeon Bay, G. T. Railway Station and Letter Box	J. Playfair	⅛	12	12 "	80 00
Sucker Lake and Medora Railway Station (C.N.)	W. Harper	1	3	12 "	93 60
Summerville and Cooksville Railway Station (C.P.)	W. O'Brien	6	6	12 "	170 00
Sunderland and Ry. Station (G.T.)	W. H. Oliver	¼	24	12 "	84 50
Suspension Bridge and Tolls	T. Reynolds	....	..	12 "	40 00
Sutton West and Ry. Station (G.T.)	A. Ducett	⅛	24	12 "	100 00
Sutton West and Virginia	F. Daley	8	6	12 "	431 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Swansea, Postal Station, C. and South Parkdale Station	J. Goodfellow...	2	12	3 mos. and 27 days (from Dec. 5, '10) ...	202 00
Swansea and Ry. Station (G.T.)....	J. Brydson......	250 yds.	18	6 " (to Sept. 30, '10).	35 00
do do	K. Brydson.....	250 yds.	18	6 " (from ").	28 43
Tartan and Varney...	A. Henry.......	4¾	3	10 " and 29 dys. (from May 3, '11) ...	91 67
Teeswater and Wingham..........	Marrs & Green..	....	.....	Special service	10 00
Temperanceville, G. T. Railway Station and Letter Box..........	W. J. Legge....	6½	6	12 months..............	290 00
Terra Cotta, G. T. Railway Station and Letter Box..	J. Coulter......	⅜	6	12 "	54 00
Thompsonville, G. T. Railway Station and Letter Box	M. Schmietendorf	1¼	12	12 "	160 00
Thornton and Ry. Station (G.T.) ..	W. H. Martin..	⅗	18	12 "	110 00
Thorold and Ry. Station (G.T.) ...	P. R. Warner...	¾	24	12 "	215 00
Tioga and Railway Station (G.T.)..	R. Watson......	¼	12	12 "	99 98
Toronto—conveyance of Letter Carriers	Toronto Ry. Co.	.. ..	....	12 "	4,896 00
Toronto and Railway Stations.....	The Canadian Transfer Co...	1	247	12 "	4,275 70
Toronto and Stations "A and B"..	T. Mounce.. ...	....	....	12 "	2,498 32
Toronto and Stations "A and C"..	R. Newell	2-2190ft.	as req.	12 "	2,191 00
Toronto and Station "C"...... ..	do	2	6	11 " and 13 dys. (from Apr. 18, '10) ..	378 25
Toronto Postal Station "C" and Station "D"	do . . .	3	12	9 " (to Dec. 31, '10).	472 00
Toronto Station "D," Carlton and Royce Ave. Railway Station.....	H. W. West....	1½	18	12 "	100 00
Toronto Station "D," C. P. Railway Station and Letter Box.....	do	¼	42	12 "	169 16
Toronto Station "D" and Toronto.	do	5	1	12 "	34 00
Toronto and Station "F".........	T. Mounce.. ...	....	as req.	12 "	1,560 00
Toronto and Station "G"...	R. Newell	1-2470ft.	......	12 "	1,858 66
Toronto and Street Letter Boxes (north of St. Clair Avenue)......	do	....	19	23 dys. (from Mar. 9, '11)	166 93
Toronto Sub-Post Offices and Letter Boxes......................	do	....	as req.	12 months........	21,356 00
Toronto Special Christmas Mail Delivery	do	....	.... .	....	1,375 00
do do ..	Canadian Transfer Co...	....	.... .	....	62 00
Toronto—Transferring Mails	G. T. Ry. Co....	.. ..	......	12 months..............	626 00
Toronto, Station 'D' and Street Letter Boxes......	R. Newell.......	4	7	12 months	250 00
Toronto and Exhibition Grounds .	do	....	......	Special trips	48 00
Torrance, C. N. Railway Station and Letter Box	B. S. Rose.....	¾	12	12 months	156 48
Tottenham and Railway Station G.T	C. P. Skelly ...	¼	24	12 "	112 68
Trinity and Jerseyville Railway Station.......	G. W. Bishop...	6	6	12 "	275 00
Udney and Railway Station (C.N.)	J. Givens..... .	318	12	12 "	156 50
Uhthoff and Railway Station (G.T.)	J. Lynes........	¼	12	12 "	97 03
Unionville and G. T. Railway Station and Letter Box....	R. Goodyear....	¼	24	12 "	120 00
Uphill and Victoria Road	A. Gilmour ...	12 & 13½	6 & 3	12 "	540 00
Uptergrove and Ry. Station (G.T.)	J. Kenny	⅓	12	12 "	75 00
Utica and Uxbridge......	W. Wright......	6½	6	12 "	235 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Utopia and Railway Station (G.T.)	M. M. Bell. ...	$\frac{1}{15}$	12	12 months........	87 64
Utterson and Railway Stn., (G.T.).	L. G. Creasor..	$\frac{1}{2}$	6	12 „	109 55
Uxbridge and Ry. Station (G.T.)..	F. W. Heard.. .	$\frac{1}{5}$	24	12 „	100 00
Uxbridge and Victoria Corners....	J. H. Wagg....	9	3	12 „	150 84
Vanderf and Ry. Station (C.N.)....	A. G. Snider...	$\frac{1}{2}$	12 & 6	12 „	243 45
Varney and Railway Station (G.T.)	W. Long..	$\frac{1}{8}$	12	3 „ (to June 30, '10)	15 99
do do ..	A. Seim..... ..	$\frac{1}{5}$	12	9 „ (from „)	70 50
Vickers and Railway Station (C.P.)	J. W. Vickers..	$\frac{1}{2}$	6	12 „	109 55
Victoria Harbour and Railway Station (G.T.).	M. Vasey.......	$\frac{1}{4}$	24	12 „	128 80
Vine and Railway Station (G.T.)..	H. Kelcey	$\frac{1}{16}$	12	3 „ (to June 30, '10)	14 04
do do ..	S. J. Reynolds..	$\frac{1}{16}$	12	9 „ (from „)	48 54
Vinemount, T. H. & B. Railway Station and Letter Box..........	J. S. Tallman...	$\frac{1}{8}$	6	12 „	55 00
Vivian and Railway Station (G.T.)	G. Cox.........	$\frac{1}{8}$	24	28 days (to April 28, '10)	14 40
do do ..	C. McQuain	$\frac{1}{8}$	24	11 months 2 dags (from April 28, 10)........	173 40
Waldemar and Railway Stn. (C.P.)	E. Groskurth...	$\frac{1}{2}$	12	12 months.......	100 16
Washago and Ry. Station (G.T.)...	J. H. Carson..	$\frac{1}{7}$	12	6 „ (to Sept. 30, '10)	39 25
do do ..	R. J. Genno....	$\frac{1}{8}$	12	6 „ (from „)	50 00
Waterdown and Ry. Station.(G.T.)	G. F. Creen	3½	18	12 „	298 00
Waubanshene, G. T. Ry. Station and Letter Box...	W. H. F. Russell	$\frac{1}{4}$	24	12 „	120 00
Weir and Catch Post (G.T.)........	A. Pepper......	200 yds.	6	12 „	75 00
Welland and Ry. Station (M.C.)...	G. A. Willson..	1¼	12	12 „	250 40
Welland and Ry. Station (G.T.)....	J. J. Yokom. ..	$\frac{3}{4}$	30	12 „	469 50
Welland, T. H. & B. Ry. Station and Letter Box.................	G. A. Willson ..	1¼	24	12 „	500 80
Welland and Street Letter Boxes..	G. A. Willson ..	1	18	12 „	85 00
Welland and Street Letter Boxes..	J. J. Yokom....	1	24	12 „	240 00
Welland Jct. and G. T. Railway Station... .. . . ,............	H. Bartz..	1	6	6 „ (from Oct. 1, '10)	37 50
Wesleyville and Newtonville Railway Station (G.T.)....	E. Barrouclough	1½	6	12 „	120 00
Weston Letter Box and Ry. Station G.T... ....,..	M. Harvey......	$\frac{3}{4}$	18	6 „ (to Sept. 30, '10)	42 50
do do ..	P. Harris......	$\frac{3}{4}$	18	6 „ (from „)	47 50
Weston and Railway Station (C.P.)	A. J. Barker. ..	245 yds.	6	12 „	50 00
Whitby and Railway Station (G.T.)	W. Newport ...	1	6	12 „	75 00
do do (W. & P.P.)	do	$\frac{1}{2}$	12	12 „	100 00
Woburn and Scarboro Jct. Railway Station..........	J. Gibson.......	22	6	12 „	444 75
Woodbridge and Ry. Station (C.P.)	C. W. Wallace..	$\frac{1}{3}$	24	12 „	250 40
Woodville and Ry. Station (G.T.)..	Green & Thomas	$\frac{3}{4}$	24	12 „	134 48
Wyebridge and Wyevale Railway Station (G.T.)	G. Steer........	5	6	12 „	281 70
Wyevale and Ry. Station (G.T.)	G. Firth..	$\frac{1}{16}$	6	12 „	25 04
Zephyr, G. T. Railway Station and Letter Box	M. F. Clark....	3	6	12 „	115 00
do do (C.N.)	do ...	2¼	12	12 „	175 00
Zimmerman and Tansley Railway Station (G.T.).........	W. J. Lees......	5	6	12 „	350 00
Total					189,124 71
Less amount withdrawn from Guarantee Fund.................. .. .					504 91
					188,619 80

APPENDIX B—*Continued.*

NORTH BAY POSTAL DIVISION.

Detail of all payments for Mail Transportation in North Bay Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ahmic Harbour and Dunchurch....	R. A. Creasor...	4	6	Season 1910....	100 00
Ahmic Lake and Spence...........	R. Veitch	$10\frac{3}{4}$	3	12 months.......	156 28
Alderdale and Powasson........ ...	P. R. Owens.. .	6	2	12 "	124 00
Algoma Mills and Ry Station,(C.P)	M. Savard......	$\frac{1}{4}$	12	12 "	122 50
Algonquin Park and Railway Stn, (G.T)	G. Bartlett......	40 yds.	12	12 "	32 00
Alsace and Nipissing	J. Gerber, Sr....	7	3	12 "	94 00
Ambo and Railway Station..	H. A. Healey. .	125 yds.	3	10 " and 28 days(from May 3, '10)....	54 73
Ambo and Dillonport.............	A. Thompson...	15	3	7 " and 28 days (to Dec. 31, '10)..	198 63
do do	P. Ramsay......	15	3	3 " (from ")...	31 25
Ansonia and Thessalon	A. Brandon.....	8	1	12 "	49 00
Appleby Corner and Warren	J. L. Lamarche.	7	2	12 "	125 00
Ardbeg and Bolger Bridge.........	T. Brownell.....	3	3	Season 1910............	15 00
Ardbeg and Railway Station,(C.N)	S. McKnight....	240 yds.	3	12 months	25 00
Ardbeg and Wawashkish........ ..	A. H. Truax....	6	3	Season 1910.......	30 00
Astorville and Wisawasa....	N. Ouellette....	6	3	12 months..	156 00
Aura Lake and Porcupine..... ...	Dayton Ostrosser	7	3 & 6	3 " (from Jan. 1, '11)	61 11
Axe Lake and Sprucedale....... ...	J. McPherson...	$10\frac{1}{2}$	3	12 "	237 00
Azilda and Railway Station, (C.P).	J. A. Rouleau ..	200 yds.	6	12 "	125 00
Barrie Island and Gore Bay........	J. Jeffkins..	12	2	12 "	161 35
Bar River and Railway Station(C.P)	J. W. Collings..	$\frac{1}{4}$	6	12 "	109 55
Batchawana and Gorelais Bay.	A. S. Chapman..	23	1	12 "	293 00
Bellingham and Iron Bridge.......	R. Dunn..	14	1	12 "	120 00
Berriedale and Catch Post.........	W. B. Kennedy.	$\frac{3}{4}$	3	12 "	31 20
Berthaville and Verner..... . ..	A. Legendre....	7	1	12 "	50 00
Biscotasing and Railway Stn, (C.P)	G. H. Train	300 ft.	12	6 " (to Sept. 30, '10).	30 00
do do	W. F. Burke....	300 ft.	12	6 " (from ")..	30 00
Bissett Creek and Railway Stn(C.P)	H. A. Rielly (and others per P.O.I.).. ..	200 yds.	12	12 "	25 04
Blackstone Lake and Falding.....	P. J. Harrison..	3	3	12 "	117 00
Blind River and Railway Station..	F. D. Pepin ...	$\frac{1}{4}$	26	12 " (and arrears)....	439 68
Boakview and Railway Station....	G. W. Boake....	1	3	12 "	35 00
Bonfield and Chiswick.............	B. Perron.......	10	2	12 "	160 00
Bonfield and Railway Station......	M. Cahill.......	1	12	12 "	150 00
Bourdeau and Whiteball.	W. H. Rhamey.	5	3	12 "	117 00
Brae Lake and South River.	W. L. Taylor. ..	9	2	19 days (to April 19, '10).	4 70
Brennen and Railway Station,(G.T)	M. Smith..... .	25 yds.	12	12 months	50 00
Brentha and Heaslip..............	H. Schaffner....	5	3	12 "	150 00
Britainville and Long Bay........	U. Van Horn...	5	2	12 "	80 00
Bruce Mines Cloudslee...	N. McEwen....	5	1	12 "	52 00
Bruce Mines and Railway Stn,(C.P)	Finlayson and Moore........	2	26	12 "	675 25
Bruce Lake Stn and Ry Stn, (G.T)	T. F. Barnet....	150 yds.	12	12 "	30 00
Burks Falls and Doe Lake.........	A. Bell.	$9\frac{1}{2}$	3	12 "	224 00
Burks Falls and Dunchurch....•..	R. A. Creasor...	29 miles 80 rods	6	Season 1910............	524 40
Burks Falls and Ry Station,(G.T)	R. H. Menzies..	1	3	12 months	554 01
Burks Falls and Pickerel Lake....	J. Bryon...	$8\frac{1}{2}$	2	12 "	100 00
Byng Inlet and Byng Inlet Station, C.P.R.........................	W. E. Bigwood.	3	6	12 " (and arrears)....	248 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cache Bay and Field	E. D. Jessup	13	3	12 months	425 00
Cache Bay and Railway Stn, (C.P)	do	700 yds.	14 & 24	12 "	235 80
Cache Bay and Veuve River	M. Steep	8	3	12 "	159 96
Callender and North Bay	A. Limoges P.O.I. (to pay)			Special trips	23 75
Callender and Railway Stn, (G.T)	G. L. Bailey	1/12	24	12 months	200 00
Callender and Wisawasa	T. Whyte	2¾	6	12 "	165 00
Calvin and Wilsons Spur, (C.P.)	J. Wilson	250 yds.	3	12 "	60 00
Cartier and Railway Station, (C.P)	L. MacMillan	1/7	14	12 "	206 20
Chapleau and Railway Station	P. A. Mulligan	⅛	14 & 20	12 "	292 50
Charleton and Manes	W. Cole	5¾	2	1 " (to April 30, '10)	5 25
do do	E. F. Manes	4½	2	11 " (from ").	57 70
Charleton and Railway Station	W. C. Walton	1	6	12 "	281 70
Chelmsford and Hamner	L. Menard	17½	6	12 "	749 00
Chelmsford and Railway Station	S. Irwin	⅕	12	12 "	291 64
Christian Valley and Nipissing	R. Rowlandson	2½	3	12 "	76 00
Claybelt and Ry Station (T.&N.O.)	P. A. Cochlin	250 ft.	3	12 "	1 00
Cobalt and Giroux Lake	J. J. Edwards	4	6	12 "	608 33
Cobalt and Railway Station	J. W. Dunseath	100 yds.	24	12 "	500 00
Cochrane and Railway Station	B. Rothschild	⅓	12	12 "	313 00
do do	Fauquier Bros	¾	6	12 "	156 50
Cockburn Island and Thessalon	R. C. Reid	25	2	Season 1910	440 00
Collins Inlet and Killarney	C. W. Pitt	18	2	12 months	223 00
Coniston and C.P.R. Catch Post	D. O'Brien	500 yds.	6	12 "	75 00
Copper Cliff and Railway Stn,(C.P)	R. J. Gegear	1	26	12 "	270 80
Corbeil and Railway Station	M. Nelan	⅓	3	12 "	40 00
Couttsville and Thornloe	F. Coutts	3	3	12 "	112 48
Couttsville and Thwaites	T. Thwaites	3	3	12 "	97 50
Cream Hill Mine and Victoria Mine	S. H. Anderson	4½	6	12 "	225 00
Creighton Mine and Railway Station (C.P.)	J. C. Kelly	250 yds.	6	12 "	31 20
Cross Lake and Madawaska	W. R. Pilgrim	13	1	12 "	80 00
Cutler and Railway Station	A. F. Luelleman	½	14	12 "	215 80
Dane and Larder Lake	J. McLaughlin	18	3	12 "	663 00
Dane and Railway Stn, (T. & N.O)	J. Stubinski	½	3	12 "	25 00
Dean Lake and Railway Station	W. Rowan	500 ft.	12	12 "	156 50
Dean Lake and Iron Bridge	W. J. Beharriel	8	2	12 "	149 00
Depot Harbour and Parry Sound	Meredith and Church			Special trips	5 00
Depot Harbour and Railway Station (C.A.)	J. K. Meredith	100 yds.	12	12 months	50 00
Desbarats and Railway Stn., (C.P)	J. P. Quinn	200 yds.	12 & 24	3 " and 16 days (to July 16, '10)	49 00
do do	J. J. McLeod	200 yds.	24	8 " and 15 days (from July 16, '10)	105 99
Deux Rivieres and Halfway	J. Gardiner	14	3 W. & 1 S.	12 "	174 50
Deux Rivieres and Railway Station	T. Legge	¼	12	12 "	68 13
Dillonport and Parry Sound	A. Thompson	22	2	29 days (to April 29, '10).	29 17
Diver and Railway Station	D. J. McManus	10 yds.	6	12 months	1 00
Dorion and Ouimet	M. Peacock	6	2	12 "	130 00
Dunchurch and Parry Sound	R. A. Creasor	28	3 & 6	12 "	615 00
Dunchurch and Whitestone	J. E. Cox	11¾	3	12 "	163 00
Dunns Valley and Havilah	A. Cooper	6	2	16 days (to May 20, '10, and extra trips, broken period)	7 00
do do	J. Singleton	6	2	9 months and 30 days (from June 2, '10)	43 50
Dunns Valley and Ophir	A. Cooper	7	1	Part of April & May, 1910	5 90
Eagle Lake and Sundridge	A. Towle	7	2	12 months	75 00
Earlton and Hillardton	R. C. Kerr	6⅓	2	3 " (to June 30, '10).	45 50
do do	H. E. Gold	7½	3	9 " (from ").	165 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Earlton and Railway Stn.,(T.& N.O)	A. E. Brasher ..	⅜	12	12 months..............	180 00
Eauclaire and Galston	J. S. McDonald.	7	2	12 "	100 00
Eauclaire and Railway Station.....	A. Ryan	¼	12 & 6	12 "	87 50
Echo Bay and Laird	E. Grainger	5¾	2	8 " and 9 days (from July 22, '10) ..	54 75
Echo Bay and Railway Stn., (C.P.)	T. W. Trotter ..	⅕	12	12 "	156 50
Echo Bay and Sylvan Valley	S. R. Haldenby.	6½	3	12 "	165 00
Elk Lake and Gowganda....... ..	D. E. Conroy...	33	6	9 " and 12 days (to Jan. 12, '11) ..	4,920 00
do do	Temiskaming & Gowganda Transportation Co......	33	12	19 days (from ") ..	804 00
Elk Lake and Latchford Railway Station........................	Upper Ontario Steamboat Co.	54	6	Season. 1910............	850 00
Elk Lake and Charlton Station....	do ..	22	6	13 days (to April 15, '10).	130 00
do do ...	T. Cahill........	22	6	Balance of Season, 1910 .	605 00
Emsdale and Railway Stn., (G.T.P)	F. W. Brooks...	270 yds.	12	12 months	90 00
Englehart and Railway Station (T. & N.O.)......	F. D. Ramsay..	400 yds.	24	12 "	250 40
Englehart and Marter...	J. P. Garnett ..	4½	3	10 " (from June 1,'11)	83 33
Espanola and Catch Post..........	Spanish River Pulp & Paper Co	1¼ miles &150 yds	26	12 "	297 12
Espanola Station and Railway Station (C.P.)....	C. Cuillerier....	15 yds.	6	12 "	50 00
Exelsior and Kagawong............	H. L. Corbier. .	10	1	12 "	78 00
Exelsior and Little Current........	J. & G. May....	22	2	10 " and 5 days (from May 27, '10) ..	275 00
Exelsior and Providence Bay......	M. Patterson....	16½	2	10 " " ..	253 85
Fairholme and Lormier Lake	W. C. Ferris....	7	3	12 "	127 49
Falding and Railway Station......	M. Rankin.....	¼	12	12 "	156 48
Fern Glen and Railway Stn. (G.T.)	H. Tebby.......	1¼	3	12 "	70 20
Feronia and Railway Stn.,(T.& N.O)	S. J. Daly	200 yds.	6	12 "	25 00
Fetherston and Parry Harbour	M. A. Peake....	2	3	12 "	100 00
French River and Pickerel River Station..........	J. J. Kelly......	10	3	12 "	785 00
Garden River and Railway Station (C.P.R.)..........	A. Rintoul......	1¼	7	12 "	182 50
Garson and Sudbury	A. McIntyre....	11½	3 & 6	12 "	380 00
Gillies Depot and Railway Station.	Gillies Bros.....	¼	12	12 "	25 00
Goldenburg and Sowerby.....	R. Hendry	7	1	12 "	91 00
Goldlands and Porcupine..........	D. Johnson.....	32	12 S.	3 " (from Jan. 1,'11)	600 00
Goldlands and T. & N. O. Railway Station..................	P. Dumais.....	25 yds.	6	3 " (from Jan. 1, '10 and arrears)...	49 75
Gordon Lake and Leeburn.........	N. Morrison....	7	2	12 "	130 00
Gordon Lake and Desbarats Railway Station..........	D. Jones.	10	3	12 "	229 40
Gore Bay and Ice Lake..	R. Brett........	7	3	Summer season, 1910....	92 00
Gore Bay and Kagawong..	W. Cosby	12	4	Winter season, 1910-11..	130 50
Gore Bay, Meldrum Bay and Silver Water	W. Priddle.	51 & 35	2	12 months	700 00
Gore Bay and Poplar.............	M. McArthur...	11	2	12 "	210 00
Gore Bay and Providence Bay.....	J. Purvis......	31	3	8 " (to Nov. 30, '10).	338 04
do do	M. W. Patterson	31	3	4 " (from ").	193 33
Gore Bay and Spanish River Stn...	J. Purvis.... ..	24 & 33	3 & 6	Season, 1910-11.........	888 00
Goulais Bay and Sault Ste. Marie..	A. McAuley....	26	1	12 months	404 00
Gowganda Junction and Railway Station (C.N.R.)....	J. McDougall...	400 yds.	3	6 " (from Oct. 1, '10)	15 60
Granite Hill and Manderville	A. McLaren...	5	2	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Great Desert and Ruther Glen.....	A. Boulanger...	4¼	2	12 months..............	110 00
Green Bay and Shegwindah......	L. W. Ferguson.	7	2	12 "	100 00
Grey Siding and Railway Siding...	W. Marshall...	500 ft.	12	11 days (to April 11, '10).	0 03
Haileybury and Railway Station (T. & N.O.)	T. Shannon....	½	24	3 months (to June 30, '10)	78 00
do do ..	H. G. Berry....	½	24	9 " (from ")	235 00
Haileybury, Sullivan's Landing and Silver Centre Wharf.........	Temiscaming Navigation Co., Ltd......	22	6	Season, 1910....	164 00
Haileybury and Silver Centre......	W. Boulger.....	22	2	3 months and 23 days (from Dec. 9, '10)	125 00
Haileybury, Silver Centre and Wharf........................	H. Cuthbertson.	22 & ¼	1 W. 6 S.	5 " and 15 days (to Sept. 15, '10)..	34 44
do do .	P. Ranger......	....	12	2 " and 7 dys. (to Dec. 7, '10, broken period)..	49 00
Hanbury and New Liskeard.......	E. Cragg........	6	6	6 " (to Sept. 30, '10).	150 00
do do ...	W. J. Emerson..	6	6	6 " (from ").	150 00
Heaslip and Railway Stn., (T.& N.O)	J. L. Heaslip...	½	6	12 "	138 00
Heron Bay and Railway Stn. (C P.)	T. J. Beggs.....	⅛	12	12 "	120 00
Himsworth and Powassan.	D. Hanrahan. ..	6	2	12 "	100 00
Honora and Little Currant........	D. Hay.........	13	2	12 " and 21 days (to May 24, '10) ..	29 67
Honora and Rockville.............	J. H. Spry.	9	1	12 "	35 00
Hugel and Warren.......	W. Dixon......	6	2	12 "	100 00
Inholmes and Orville..............	A. Hurd........	19	3	12 "	325 00
Ironbridge and Skibo....	A. Fraser	5	2	12 "	74 73
Iroquois Falls and Railway Station	J. M. Bourke...	25 yds.	12	1 " f.14 d.(f.Fe.15'11)	0 13
Isbester and Catch Post (C.P.)....	L. Garnette.....	150 ft.	6	12 "	62 60
Jack Fish and Railway Stn., (C.P.)	P. A. Nicol.....	¼	14	12 "	91 25
James Bay Junction and Ry. Stn..	S. G. Vance....	250 yds.	12	8 " and 15 days (to Dec 15, '10)...... ..	26 20
do do	E. T. Ansley....	250 yds.	12	3 " and 16 d. (from ")	10 80
Jarlsburg and Railway Station	A. F. Burkland.	⅛	12	12 "	110 00
Jocelyn and Outlook.....	P. Mansfield....	4	2	6 " (to Sept. 30, '10).	26 00
do do	C. Diball.......	4	2	6 " (from ")	26 00
Jocelyn and Richards Landing .. .	S. Hendry......	14½	2	4 " and 11 d. (to Aug. 11, '19).......	47 50
do do	W. Heron. ..	14½	2	7 " and 20 d. (f. ")	167 50
Jocko River and Railway Stn, (C.P)	W. B. Wilson ..	1¼	6	12 "	50 00
John Island and Cutler....	Moulthrop Lumber Co.	6	3	Season 1910-11..........	162 50
Judge and Pearson..............	J. C. Pearson...	3½	3	12 months..............	144 00
Katrine Stn. and Mail Catch Post..	J. W. Sutherland	60 yds.	12	12 "	50 08
Kearney and Railway Stn., (G.T.).	R. McConkey...	½	18	12 "	139 50
Kearney and Sand Lake....	J. Hunter......	11	3	12 "	195 00
Kells and Powassan	H. Anderson.. .	9	3	12 "	180 00
Kelso Mines and Porcupine.	D. Johnson.....	32	12	9 days (to Dec. 31, '10)..	65 45
do Railway Station..	E. W. Hammett	25 yds.	6	3 " (to June 30, '10)..	0 25
do do	P. Dumais......	25 yds.	6	6 " (to Dec. 31, '10)..	0 50
Killarney and Little Current... ..	A. McIvor......	20	3	Season 1910-11....... ..	313 60
Kipling and Verne........... ..	J. T. Whalen.. .	9	2	12 months.....	202 48
Klock and Railway Station, (C.P.).	J. H. Maybee ..	⅛	6&12	3 " (to June 30, '10).	12 07
do do	E. T. Rung.....	⅛	12	6 " (to Dec. 31, '10).	26 86
do do	Ed. Rung.......	⅛	6	3 " (from ")	6 54
Krûgersdorf and Railway Station.	C. E. Bedford..	500 ft.	6	12 "	37 49

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lady Evelyn and Témagami	D. O'Connor	29	6	Season 1910	1 00
Laird and Maclennan	A. Venn.	4¾	2	3 months and 21 days (to July 21, '10)	24 00
Larchwood and Railway Station	A. S. Wilson	300 yds.	6	12 ″ and arrears	181 09
Latchford do do	S. A. Starling	300 yds.	24	12 ″	200 00
Lee Valley and Massey Station	A. Edgeley	6½	3	12 ″	165 00
Lily Lake and Manitowaning	E. Norton	7	1	12 ″	50 00
Link and Railway Station	D. Lunam	25 yds.	12	12 ″	1 00
Little Current and Manitowaning	W. H. Hurlburt	21	6	Season 1910-11	267 50
Little Current and Massey Ry. Stn.	E. Mackie	26	3 & 6	Part of ″	550 00
do Sheguindah	W. Caughill	8	6	Season 1910	200 00
Little Rapids and Thessalon	C. McPhee	4	4	9 months (to Dec. 31, '10)	107 25
do do	W. H. White	4	4	3 ″ (from ″)	35 75
Livingston Creek and Thessalon	A. McKiggan	6	3	12 ″	131 24
Loring and Spring Creek	R. Currie	5½	2	12 ″	100 00
Loring and Trout Creek	J. Kyle	42	3	12 ″	600 00
McCool and Milberta	J. R. Brown	6	2	4 ″ (to July 31, '10).	18 92
do do	J. Wennesheimer	6¼	2	8 ″ (from ″)	39 39
McDougall Chute and Porcupine	D. Johnson	35	2	8 ″ &21 d (to D. 21 '10)	675 00
do and Ry. Stn., (T. & N.O)	M. Smith.	½	12	12 ″	200 00
McFarlane Lake and Sudbury	O. Pilon	8	2	12 ″	156 00
McKenzie Lake and Railway Stn.	G. Carswell	14	1	6 ″ (from Oct. 1, '10)	47 00
McLarty and Bruce Mines Ry. Stn	D. Campbell	12	6	12 ″	705 94
McMurrich and Sprucedale	D. Burns	6½	3	12 ″	119 60
Mackey's Station and Railway Stn.	B. Barlow	50 yds.	6	3 ″ (to June 30, '10)	5 00
do do	H. Mackey	50 yds.	6	9 ″ (from ″)	15 00
MacLennan and Desbarats Station.	A. Christensen	5½	6	12 ″	297 35
Madawaska and Railway Station	W. G. McKay	60 yds.	12	12 ″	20 00
Magnetawan and Spence	A. Gilby	7	3	12 ″	95 00
Manitowaning and Mindemoya	A. Mitchell	33¾	2	10 ″ and 7 days (from May 24, '10)	404 71
Manitowaning and Providence Bay	″	42¾	2	1 ″ and 23 days (to May 25, '10).	87 36
Manitowaning and Wikemikong	C. Tonlonse	6	3	12 ″	179 25
Markstay and Railway Stn., (C.P.)	N. Roy	⅛	12	12 ″	225 00
Marksville and Desbarats Station	D. McCarthy	9⅕	6	12 ″	500 00
Marksville and Milford Haven	B. Garside	8	3	12 ″	249 60
Marksville and Tenby Bay	W. G. J. Baird.	15	2	12 ″	230 00
Massey Station and Railway Stn.	W. N. H. Bowers	20 rods.	26	12 ″	339 00
Mattawa and Ry. Stn. (Town Hall)	W. Lamont	⅕	6 & 12	12 ″	136 27
do do (C.P)	″		¾	12 ″	328 00
Mecunoma and Rye	W. Haufschild	¾	3	12 ″	80 00
Melissa and Catch Post, (G.T.)	C. Shaw	200 yds.	6	6 ″ (to Sept. 30, '10).	25 00
Michipicoton River and Grassett Station, (C.P.)	M, J. Burke	69	2	12 ″	3,000 00
Midford and South River	A. Smyth	9	2	11 ″ and 10 days (from April 20, '10)	142 17
Midlothian and Wharf	J. Rousell	2¾	3	Season 1910	20 00
Midlothian and Royston	W. S Todd	8	3	12 months	156 00
Milberta and New Liskeard	J. Newton	12½	3	12 ″	330 00
Missanabie and Ry. Station, (C.P.)	B. W. Dickison.	50 ft.	12	12 ″	100 00
Monetville and Rutter Stn., (C.R.).	H. Lahaie	17 & 18	3	12 ″	608 64
Montreal River, Temagami and Temiscamingue Station	Sheppard Morse Lumber Co.	26 W. & 25 S.	3 & 6	12 ″	491 75
Monteith and Railway Station	J. Critchley	25 yds.	6	1 ″ and 14 days (from Feb. 15, '11).	6 25
Morrisville and Silver Water	N. Dominico	7	1	2 mos. and 17 days (from Jan. 15, '11)	8 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Mound and Victoria Mines	S. H. Anderson	2½	6	12 months	200 00
Mowat and Railway Station, (G.T)	T. J. Manion	1¼	12	2 ″ (to May, 31, '10)	20 00
do do	J. S. Fraser	1¼	12	10 ″ (from ″)	100 00
Mowatt Island and Parry Sound	C. E. Pratt	6	6	Season 1910	50 00
Mud Lake and Dayton	S. Miskimin	4	3	9 mon. (from July 1, '10)	60 00
Munro's Siding and Catch Post (C.P.)	L. L. Charlton	125 yds.	12	6 ″ (to Sept. 30, '10, and 20 days in Jan. '11)	22 22
Nairn Centre and Ry. Station (C.P.)	J. B. Hammond	¼	12	12 ″	210 00
Naughton and Catch Post (C.P.)	L. Bouillon	½	6	12 ″	52 00
Nellie Lake and Railway Station	S. Rose	25 yds.	6	8 ″ (from Aug. 1, '10)	16 66
Nepigon and Railway Station (C.P.)	J. J. Barker	470 yds.	14	12 ″	78 00
Nesterville and Catch Post (C.P.)	J. Gascoigne	¼	12	12 ″	30 00
Nesto and Ry. Station (T. & N. O.)	Hawkesbury Lumber Co. and W. C. Edwards Co.	25 ft.	6	6 ″ (to March 31, '11 and 10 days arrears)	0 53
New Liskeard and Railway Station	J. Mason	1	24	3 ″ (to June 30, 10)	109 20
do do (T. & N.O)	W. Brown	1	24	9 ″ (from ″)	329 00
New Liskeard and Sutton Bay	G. Tighe	8	3	12 ″	125 00
Nickelton and Ry. Station (C.N.)	J. N. Gliddon	4	3	12 ″	100 00
Nipissing and Powassan	H. A. Richardson	10	6	12 ″	480 00
Nipissing and Restoule	W. Clark	19	3	12 ″	340 00
Nipissing Junction and Railway Station (C.P. & G.T.)	J. G. Cartwright	⅜	6	12 ″	46 95
North Bay (Transfer of Mails)	Canadian Pacific Railway Co.			12 ″	795 60
North Bay and Railway Station	M. L. Cahill	¼	47 & 69	3 ″ (to June 30, '10)	208 25
do do	J. E. Theriault	¼	69	9 ″ (from June 30, '10 and ext. trips).	631 15
North Bay and Street Letter Boxes	L. A. Gauthier	2¼	13	12 ″	300 00
North Cobalt and Railway Station (T. & N. O.)	J. C. Ferguson	½	12 & 24	7 ″ 25 dys. from (Apr. 1, '10 broken period)	41 47
do do	C. Courtemarche	½	24	1 ″ 25 dys. (from Feb. 3, 11)	7 85
North Seguin and Seguin Falls	D. A. Campbell	9	3	12 ″	175 00
Nosbonsing and Railway Station	A. Audet	¼	3	12 ″	40 00
Notre Dame du Lac and Verner	J. Geguire	12	3	12 ″	305 32
Novar and Railway Station	L. Consentine	¼	12	12 ″	62 60
Novar and Swindon	H. Maynard	5	2	10 ″ (to Jan. 31, '11)	54 16
Orrville and Railway Station (G.T.)	W. White	¼	12	12 ″	124 80
Otter Lake Station and Ry. Station	N. C. Hocken	50 yds.	12	12 ″	31 29
Ouimet and Catch Post (C. P.)	A. E. Holder	100 yds.	6	12 ″	125 00
Parry Harbour, Parry Sound and James Bay Railway Station	R. J. McKinney	¾	24	6 days (to April 6, '10)	10 60
Parry Harbour, Parry Sound and James Bay Railway Station	J. Calder	¾	24	11 months d.24 days (from April 7, '10)	616 00
Parry Sound and Ry. Station (C.N)	R. J. McKinney	¼	6	12 ″ and compensation for delays (Dec. 1, '10 to Feb. 22, '11)	93 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount. $	cts.
					$	cts.
Parry Sound and Ry. Station (C.P)	R. J. McKinney.	¼	13	12 months and arrears	174	00
Pearceley and Sundridge	J. T. Milsop	8	3	12 "	198	00
Pevensey and Sundridge	W. H. Harmer	8	3	12 "	223	00
Pine and Railway Station	B. B. Bahnsen	¼	12	12 "	62	60
Pointe au Baril and Ry. Station	S. F. Oldfield	6	3 & 6	12 "	237	75
Poplar Dale and Rydal Bank	W. Hill, Sr.	16	2	12 "	264	80
Port Carmen and Wharf	J. Van Meer	¼	3	Part of Season 1910	3	80
do do	W. Hart	¼	3	Part of Season 1910	3	80
Port Coldwell and Railway Station (C.P.)	R. Jackson	20 ft.	12	12 months	40	00
Powassan and Ry. Station (G.T.)	A. H. Porter	¼	24	27 days to (April 27, '10).	14	40
do do	E. Gough	¼	24	11 mon. and 3 days (from April 27, '10)	204	40
Powassan and Storie	F. W. Mechefske	7½	3	12 "	150	00
Providence Bay and Spring Bay	T. Ritchings	6	2	12 "	65	00
Pulp Siding and Catch Post (C.P.).	G. R. Grey.	200 yds.	12	12 "	50	00
Ravensworth and Ry. Station (G.T)	J. Q. Adams	100 yds.	18	4 " (to July 31, '10)	17	49
do do	E. Meldrum	100 yds.	18	8 " (from ")	59	00
Richards Landing and Desbarats Station (C.P)	C. Thompson	9	6	12 "	620	00
River Valley and Verner	C. Cousineau	18	3	12 "	385	00
Rossport and Railway Station (C.P)	J. A. Nicol	50 yds.	14	12 "	58	32
Roundwood and Sault Ste Marie	M. Doyle	7	1	12 "	52	00
Ruther Glen and Railway Station	H. L Dumouchel	100 yds.	12	12 "	100	00
R tter and Railway Station (C.P.).	E. Daoust	100 yds.	3	12 "	40	00
St. Bruno and Verner	E. Cornellier	7	2	12 "	125	00
St. Charles and Warren	F. Sauvé.	15	6	12 "	550	00
Sault Ste Marie and Railway Station (A.C.)	J. Seeler	1¾	12	12 "	313	00
do do (C.P)	W. Hale	½	26	9 " and 19 days to (Jan. 19, '11)	550	60
do do	J. Seeler	½	26	2 " and 12 dys. (from Jan. 19, '11.	173	70
Sault Ste Marie and Sault Ship Canal	J. W. LeB. Ross	1¾	12	12 "	50	00
Sault Ste Marie and Sault Ste Marie West	J. Seeler	¾	18	12 "	469	50
Sault Ste Marie, Ont. and Sault Ste Marie, Mich	P. J. Racine	....	....	12 "	234	75
Sault Ste Marie and Street Letter Boxes	J. Seeler	2·690 yd	6	12 "	206	20
Sault Ste Marie and Tarentorus	D. McLeod	5	2	12 "	104	00
Schrieber and Railway Station (C.P)	J. D. Mudge	400 ft.	14	12 "	225	00
Scotia and Catch Post, G.T.	E. B. Clearwater	¾	6	12 "	78	25
Searchmount and Ry. Station (A.C)	W. H. Parnal!	300 yds.	12	12 "	208	47
Seguin Falls and Ry. Station, (G.T)	P. J. Vigrass	30 yds.	18	12 "	80	60
Sellwoon and Railway Station	F. Brown.	400 yds.	6 & 12	6 " (to Sept. 30, '10)	22	50
do do	I. B. Marshall	400 yds.	12	6 " (from ")	39	00
Sesiklmika Lake and Railway Station T. & N.O	P. Wooler	25 yds.	6	6 " (from Oct. 1, '10)	0	50
Shawanaga and Ry. Station (C.P.).	F. Francis	1	3	7 " and 21 days (to Nov. 21, '10)	50	50
do do	G. Radcliffe	1	3	4 " and 10 dys. (from Nov. 21, '10)	27	50
Smoky Falls and Sturgeon Falls	A. Danis	10	3	12 "	210	00
Snowville and Tehkummah	W. B. Snow	3	2	12 "	50	00
South Bay Mouth and Tehkummah	R. P. Green	19	2	12 "	338	00
South Manguetawan and Railway Station, (C.N.)	J. Simpson	100 yds.	3	9 " and 15 days (to Jan. 15, '11)	39	58

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in North Bay Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
South River and Railway Station..	D. Smeltzer.....	⅛	24	12 months..............	160 00
South River and Wattenwyl.......	F. Fahrig.....	18	3	12 "	300 00
Sowerby and Dayton Railway Stn..	A. H. Hagen....	6¼	3	12 "	219 80
Spanish and Railway Station,(C.P)	C. W. Hamilton	¼	12	12 "	100 00
Spragge and Railway Station,(C.P)	Waldie Bros., Ltd..........	¼	12 &24	12 "	242 40
Sprucedale and Railway Station....	W. Pearce.....	75 yds.	24	12 "	99 84
Steelton and Railway Station (C.P)	F. J. Mack.	250 yds.	12	12 "	101 11
Sterling Falls and Catch Post......	J. C. Bolton....	6¼	3	12 "	156 00
Stobie Mines and Sudbury.	D. McNaughton	3½	6	12 "	234 00
Stonecliffe and Railway Stn., (C.P)	E. McKay.....	50 yds.	6	12 "	25 04
Sturgeon Falls and Railway Station	T. Gagnon......	¼	14 &26	12 "	246 66
Sudbury and Railway Stn.,(C.N.R)	J. M. Kelly.....	800 yds.	6 & 16	12 "	196 80
Sudbury and Railway Station,(C.P)	do	½	48 &60	12 "	1,178 40
Sudbury, Manitoulin and Railway Station, (N.S.)..	do	⅛	12	12 "	160 00
Sundridge and Railway Stn.,(G.T)	G. E. Sidewand.	⅛	18	12 "	187 80
Thessalon and Railway Stn., (C.P)	G. S. Hagen ..	3	26	12 "	406 80
Thessalon and Wharncliffe.... ..	D. N. Ansley...	19¾	2	12 "	282 12
Thornloe and Ry Stn., (T. & N.O)..	R. J. Brittain...	90 rods.	12	12 "	150 00
Timagami and Ry Stn., (T. & N.O)	D. O'Connor. ..	¼	24	12 "	150 00
Tomiko and Railway Stn.,(T. & N.O)	G. B. Ferguson..	1	12	12 "	100 00
Tomstown and Ry Stn., (T. & N.O)	G. B. Scott......	3	6	6 " (to Sept. 30, '10).	126 50
do do ..	J. Levens.	3	6	6 " (from ")..	126 50
Trout Creek and Railway Station .	M. Corkery.....	¼	18	12 "	164 32
Trout Mills and Railway Station..	G. Hughes..	½	12	12 "	100 00
Trudeau and Catch Post, (C.P.)....	T. L. Barker....	60 yds.	3	12 "	15 70
Turbine and Catch Post, (C.P.)....	M. H. Simmons.	3½	6	12 "	120 00
Uno Park and Railway Station. ..	A. D. Herniston	½	12	12 "	190 00
Verner and Railway Station.......	E. Côté.	⅓	14 &24	12 "	210 33
Victoria Mines and Mail Catch Post	S. H. Anderson.	¼	24	12 "	288 00
Wahnapitae and Railway Station..	A. B. Warren...	¼	12	12 "	240 00
Wah Tay Beg and Ry Stn.,(T.&N.O)	T. A. Mulholland	100 yds.	3	3 " (to June 30, '10).	18 75
do do	S. J. Berd	100 yds.	3	9 " (from ")..	56 25
Walford Station and Ry Stn, (C.P)	A. G. Walford..	⅛	12	12 "	109 55
Wanikewin and Railway Stn, (C.P)	M. H. Fenton ..	1⅛	3	Season 1910-11	24 25
Warren and Railway Station......	A. Daigle.......	100 yds.	14-18-24	12 months....	287 56
Waubamick and Parry Sound Road	H. Harris	1½	2	12 "	30 00
Wawbewawa and Railway Crossing	G. Mundy	200 ft.	3	12 "	20 00
Wayland and Catch Post.........	A. Selkirk......	150 yds.	3	12 "	6 50
Webbwood and Railway Stn.,(C.P)	F. Currier......	540 yds.	26	12 "	379 14
White River and Railway Station..	E. L. McDougall	⅛	14	12 "	175 00
Whitefish and Railway Stn., (C.P.)	J. D. Gemmill..	¼	6 & 12	12 "	100 00
Whitehall and Railway Stn., (G.T.)	C. White.	⅛	12	12 "	234 75
Whitney and Railway Stn., (G.T.).	J. A. Devenney.	⅜	12	12 "	100 00
Widdifield Station and Railway Stn	A. New..... ...	½	12	12 "	40 00
Wolf River and Catch Post........	H. H. Finch....	100 ft.	12	12 "	30 00
Worthington and Railway Station..	J. E. Harley.. ..	½	12	12 "	62 60
Total................					69,089 20

APPENDIX B—*Continued.*

LONDON POSTAL DIVISON.

Detail of all payments for Mail Transportation in London Postal Division, made within fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberarder and Railway Station	A. Frayn	⅛	6	12 months	50 08
Aberdour and Railway Station	G. Christie	¼	6	12 „	70 09
Adelaide and Strathroy	C. McCarthy	9¼	6	2 „ and 12 days (to June 12, 1910).	80 22
do do	J. S. Graham	9, 10⅓ & 11¼	6	9 „ and 18 dys. (from June 12, 1910).	399 56
Adrian and Belmont	W. Waun	4½	3	12 „	85 00
Ailsa Craig and Nairn	D. A. McIntyre.	8½ & 10⅓	6	9 „ (to Dec. 31. '10)	222 25
do do	J. Rooke	8½ & 10⅓	6	3 „ (from „)	86 50
Ailsa Craig and Railway Station	J. Morgan	⅛	12	12 „	80 00
Albuna and Blytheswood	N. J. Courtney.	2¾	3	12 „	118 75
Aldboro and Rodney	J. Graham	4	6	12 „	160 00
Alford Junction and Ry. Station	J. R. Summerhays	150 yds.	6	12 „	40 00
Allenford and French Bay	H. Shannon	8	4	3 „ (to June 30, '10).	65 65
do do	J. Sprung	8	4	9 „ (from „).	166 24
Allenford and Railway Station	G. Morrison	¾	12	3 „ (to June 30. '10).	23 40
do do	Banx & Coleman	¾	12	9 „ (from do).	70 50
Allenford and Southampton	W. J. White	10½	6	7 „ (to Oct. 31; 1910).	145 48
do do	Banx & Coleman	10½	6	5 „ (from „).	103 52
Alliance and Strathburn	J. L. McIntyre.	3	6	4 „ and 21 days (to Aug. 21, 1910).	57 41
do do	J. Cyster	3	6	7 „ and 10 dys. (from Aug. 21, 1910).	138 16
Alma and Railway Station	F. C. Farrelly	¼	24	12 „	175 28
Alma and Winfield	A. Smith	8 3/16	6	12 „	349 00
Alvinston and Railway Station	J. N. Dodd	⅓	12	12 „	87 00
Alvinston & Totten	A. J. Trolley	15½	3	6 „ (from Oct. 1,'10).	62 50
Ameronto and Paris	Gourlay & Knill	4¼	3	12 „	117 00
Amherstburg and Railway Sta.	J. R. Tomlinson	¼	12	12 „	83 87
Amherstburg and Vereker	P. Pigeon	7¾	6	12 „	261 66
Amiens and Strathroy	W. Ireland	5	6	12 „	246 00
Amigari, Bridgeburg, etc	W. M. Hogg			Special trips	11 00
Amulree and Stratford	J. D. Fisher	11	6	12 months	426 92
Appin and Inadale	E. S. Moore	8	3	12 „	185 80
Appin and Mayfair	F. T. Campbell.	5⅓	6	8 „ (to Nov. 30, '10).	206 39
do do	J. T. McLean	5⅔	6	4 „ (from „).	103 61
Appledore and Railway Station	W. Higgs	2⅓	2	9 „ (to Dec. 31, '10).	43 45
do do	J. Wooding	2⅓	2	3 „ (from „).	14 30
Arkona and Keyser	W. J. Evans	5⅓	6	12 „	248 58
Arkona and Thedford	R. Riggs	7⅓	6	6 „ (to Sept. 30, '10).	160 50
do do	J. E. Robinson.	7⅓	6	6 „ (from do)	148 42
Arkona and Watford	W. J. Evans	13⅓ & 11¼	6	12 „	601 34
Armow, Lorne and Slade	A. McKenzie	3¾ & 2½	3-6	12 „	153 00
Arner and Railway Station	J. H. Clark	¼	12	12 „	54 00
Arthur and Fergus	W. E. Draper	12	6	12 „	187 50
Arthur and Railway Station	E. A. Driscoll	1	24	12 „	150 24
Atkin and Inwood	H. Atkin	4½	2	12 „	75 00
Atwood and Mitchell	G. Anderson	17	6	12 „	525 00
Atwood and Railway Station	D. Gordon	⅛	6	12 „	78 00
Auburn and Railway Station	R. J. Askwith	1⅝	12	12 „	112 68
Auburn and St. Augustine	do	7⅛	6	12 „	250 40
Aughrim and Tancred	G. Wall	2¼	2	12 „	52 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Auld and Railway Station	A. Mayville	500 ft.	6	12 months	28 05
Avan and Putman	G. Fralick	6 & ½	6–12	12 „	225 00
Avonbank and St. Paul's	J. Gibson	14 9/16	6	12 „	594 70
Avonry and Wilkesport	D. Grant	2⅓	2	12 „	45 00
Alymer and Railway Station (G.T.)	A. W. Pierce	¾	24	12 „	150 00
do do (M.C.)	do	2⅓	12	12 „	100 00
Alymer and Grovesend	C. Ryckman	26⅝	6	12 „	546 51
Aylmer and Port Bruce	J. W. Mabee	21 r.t.	6	12 „	433 99
Aylmer and St. Thomas	J. Thody	10	6	4 „ and 17 days (to Aug. 17, 1910).	95 11
do do	J. M. Hughes	10	6	7 „ and 14 dys (from Aug. 17, 1910).	333 89
Ayr and Railway Station	Henderson and Wyllie	¼	24	12 „	187 80
Ayr and Rosevillé	N. Bricker	4½	6	12 „	203 92
Baden and Wellesley	D. Hartung	9	6	1 „ (to April 30, '10).	20 70
do do	H. Gerth	9	6	11 „ (from „).	230 30
Bamburg and Petersburg	G. Kress	8	6	12 „	222 00
Banner and Railway Station	J. W. Clendinning	½	6	12 „	81 38
Barretville and Essex	T. Bullock	8 5/16	3	12 „	158 81
Bayfield and Railway Station	H. Little	9¾	6	12 „	200 00
Bayfield and Seaforth	do	17	6	12 „	500 00
Bayham and Ingersoll	P. Kennedy	20½	6	12 „	602 50
Beachville and Railway Station	T. Taylor	275 yds.	6	12 „	50 00
Beaconsfield and Woodstock	H. Rice	25⅓	6	12 „	550 00
Bear Line and Railway Station	J. E. Watson	1½	3	12 „	156 00
Beechwood, St. Columban and Railway Station	F. J. McQuaid	2¾ & ¼	6 & 18	12 „	290 00
Beechwood and Manley	C. Eckart	5	3	12 „	115 00
Belgrave and Marnoch	W. M. Henry	3⅗	3	10 „	115 00
Belgrave and Railway Station	D. Sproat	⅓	18	12 „	150 00
Belgrave and Sunshine	M. S. Watson	3½	2	(26 days to April 26, '10).	5 00
do do	R. Young	4	2	(4 dys.&11m.from „)	65 00
Belle River and Byrnedale	W. Byrne	5½	2	12 months	110 00
Belmont and London	J. Charles	14	6	12 „	140 00
Belmont and Railway Station	do	½	12	12 „	58 83
Belmore and Wroxeter	J. Kirby	6	6	12 „	293 72
Belton and Railway Station	W. C. Box	⅛	12	12 „	50 00
Belton and Wellburn	W. McMurray	5	4	12 „	170 00
Benmiller and Goderich	W. Moore, sr.	6⅓	6	12 „	240 00
Bentpath and Dresden	E. J. Adkins	27¼	2 r. t.	12 „	297 81
Berlin and Railway Station (G.T)	The Corporation of Town of Berlin	½	42	12 „	223 80
Berlin and Street Letter Boxes	C. B. Fischer	98¼	24	12 „	462 59
Berlin and Waterloo	The Corporation of Town of Berlin	2	12	12 „	55 50
Berlin and West Montrose	J. McGovern	15⅛	6	12 „	521 10
Bickford and Railway Station	M. Webster	300 ft.	12	12 „	45 60
Berlin, Blair, etc	G. L. Johannes	....	......	Special trips	4 00
do do	T. Keachie	....	......	„	12 00
Berlin, Elmira, etc	B. S. Musselman	....	......	„	10 50
Big Point and Chatham	J. Brown	13¼	6	3 mos. to June 30, '10	128 25
do do	F. Durling	13¼	6	9 „ (from „)	482 25
Birr and Southgate	G. Morrison	2⅓	3	12 „	64 25
Blackwell and Railway Station	T. C. Wheatley	⅗	2	12 „	41 60
Blair and Railway Station	J.J.H. Renshaw	20 ft.	12	12 „	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Blandford Station and Railway Stn.	A. Pruss	1/15	12	12 months	36 00
Blenheim and Morpeth	C. E. Morris	11	6	12 "	623 09
Blenheim and Railway Station	F. Gales	½	24	12 " and extra trips.	341 04
Blenheim and Rondeau	J. Mann	5	6	12 "	175 00
Blenheim and Wheatley	E. B. Shaw	30¾	6	12 "	1,019 92
Blue Lake and Railway Station	S. H. J. Reid	¼	12	12 "	156 50
Bluevale and Railway Station	J. Smith	⅞	12	12 "	187 80
Blyth and Railway Station (C.P)	W. Johnston	400 yds.	12	12 "	85 00
do do (G.T)	do	½	24	12 "	182 16
Blytheswood and Goldsmith	J. Reed, jr	4⅛	3	12 "	125 00
Blytheswood and Railway Station.	A. J. Scratch	14/33	6	12 "	140 85
Bornholm and Brodhagen	J. Leonhardt	4	6	12 "	190 00
Bothwell and Clachan	J. L. Patterson.	6 & 8⅝	6	12 "	319 75
Bothwell and Florence	C. McDonald.	8½	6	12 "	521 00
Bothwell and Moraviantown	W. Goolding	4	2	12 "	65 00
Bothwell and Mosside	J. W. Brown	16	6	12 " less fine	625 83
Bowood and Coldstream	J. S. Harris	6¼	6	12 "	275 83
Boxall and Fingal	C. Jones	3½ & 3	4	4 m. & 13 d. to Aug. 13, '10	43 13
Bradshaw and Brigden	W. A. Dawson	5	3	12 months	141 50
Brandy Creek and Railway Station.	J. Burke	⅜	6	12 "	65 00
Brantford and Burtch	J. McIntyre	6⅘	6	12 "	259 43
Brantford and Grand View	Hunt & Colter	1	6	12 "	57 11
Brantford and Langford	C. M. Ludlow	9⅛	6	12 "	350 92
Brantford — Conveyance of letter carriers and letter box collectors.	Brantford St. Ry Co.			12 "	200 00
Brantford and Railway Stations	H. W. McIntyre	½ & ¼	133 & 24	12 "	1,463 49
Brantford and Street Letter Boxes.	E. Cutmore	198	18	12 "	1,662 75
Brantford and Tutela	do	1¾	6	12 "	78 25
Breslan and New Germany	S. Lauher	5⅓	6	12 "	200 00
Brewster and Park Hill	F. Gratton	15¾	6	12 "	616 34
Bridgeburg and Port Colborne	R. M. Graham.			Special trip	7 00
Brigden and Railway Station	D. Campbell	¼	12	12 months	78 25
Brigden and Wheeler	C. Napper	6	2	12 "	104 00
Bright and Railway Station	W. B. Wilson	⅛	6	6 " (to Sept. 30, '10)	20 00
do do	I. Wilson	⅛	6	6 " (from ")	20 00
Bright and Walmer	H. J. Matheson.	10	6	12 "	370 83
Bright, Washington and Railway Station	E. Gatzka	6¼ & ⅛	6–12	12 "	201 00
Brinkman's Corners and Tobermory	G. Bartman	17¾	3	12 "	345 00
Britton and Railway Station	M. Dobson	¼	6	12 "	68 00
Brownsville and Railway Station	K. E. Freeman	½	6	12 "	93 90
Brucefield and Railway Station	J. Swan	¼	24	3 " (to June 30, '10)	30 00
do do	G. Swan	¼	24	9 " (from ")	90 00
Brunner and Railway Station	W. Peters	⅛	6	12 "	62 60
Brussels and Cranbrook	G. Huether	5	6	12 "	150 00
Brussels and Railway Station	Brown & Galbraith	½	24	12 "	120 17
Brussels and Seaforth	C. W. Oakley	15	6	12 "	566 34
Brussels and Wroxeter	E. G. Lowry	10	6	12 "	292 51
Bryanston and Devizes	A. Grant	4⅞	3	12 "	72 00
Bryanston and Salmonville	W. Blackwell	4¾	6	12 "	145 00
Burford and Cathcart	S. Cavin	5¼	6	12 "	209 92
Burford and Fairfield Plain	do	3½	6	12 "	140 00
Burford and Tillsonburg	L. Pierce & Son.			Special trips	31 50
Burgessville and Newark	J. Mitchell	15	6	12 months	325 42
Burgessville and Railway Station	H. G. Simmons.	⅛	18	19 dys. (to April 19, '10).	2 61
do do	R. M. Patten	⅛	18	2 mos. and 12 d. (from do)	9 89
do do	R. W. Loftus	⅛	18	9 " (from do)	37 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Buxton and Railway Station.......	B. G. Burk.....	1	12	7 mos. and 14 dy. (to Nov. 14, '10)........ .. .	132 60
do do	J. D. Turner ...	1	12	16 d. and 4 mos. (from do)	80 24
Bryon end London................	W. Griffith	5 & 6	6	12 months....	256 08
Calder and Railway Station..	H. G. Jones....	2¾	2	12 „	60 00
Caledonia and Conboyville..	J. Thorburn....	6	2	12 „	100 00
Caledonia and Railway Station....	do ...	½	30	12 „	181 25
Caledonia and Six Nations.........	P. J. Atkins ..	5¼	3	12 „	72 00
Canard River and Splitlog....	A. Gibb........	2½	3	12 „	120 00
Canfield and Railway Station....	T. Brown.......	1/16	18	12 „	93 90
Cape Croker and Wiarton	J. McVannel....	18	3	12 „	262 50
Cargill and Railway Station.	C. W. Keeling..	¾	24	12 „	180 28
Carlsrube and Railway Station.....	J. Lobsinger....	1¼	12	12 „	165 00
Carradale and Strathroy...........	W. J. Moore....	3¾	3	5 „ (from Nov. 1, '10)	45 73
Cayuga and Deans............ .	G. Shipway....	3	3	12 „	100 86
Cayuga and Railway Station (G.T.)	E. Wigg..	¼	6	9 „ and 9 dys. (to Jan. 9, '10).........	111 32
do do	E. F. Reichfeld..	½	daily	2 „ and 22 dys. (from Jan. 9, '10)....	32 66
do do (M.C.)	G. Lishman.....	1½	12	12 „	156 50
Cayuga and Gyplsum Mines........	W. Walton......	4	6	12 „	252 00
Cayuga and Kob er................	L. Mino........	4½	3	12 „	127 12
Cayuga and Upper................	A. Auger. . .	12	3	12 „	325 40
Cedar Springs and Railway Station	J. W. Paisley...	200 yds.	12	12 „	78 25
Centralia and Saintsbury.........	W. J. Smyth...	4	2	12 „	60 00
Chalmers and Leamington.........	Plant & Ivison..	10	2	12 „	165 00
Charing Cross and Doyles......	M. Doyle......	4½	3	12 „	112 5
Charing Cross and Railway Station	B. S. Russell....	½	12	12 „	112 68
Charlemont and Tupperville.. . .	A. McArthur...	7¼	2 & 3	12 „	147 03
Chatham and Kent Centre.........	J. K. Hartman..	5	6	12 „	173 92
Chatham and Mitchell's Bay.......	J. McLaren.....	15½	6	12 „	824 29
Chatham and Railway Station (P. M.).........................	E. C. Brisco...	½	30	12 „	266 05
Chatham and Street Letter Boxes..	A. Parker	15 7/10	as req.	12 „	450 00
Cheapside and Jarvis.............	J. W. Schweyer.	12⅙	6	12 „	613 00
Chelsea Green and London	W. Griffith......	2	6	12 „	100 00
Chepstowe and Railway Station ...	J. A. Massel....	2½	6	12 „	107 00
Chesley and Railway Station......	T. A. King.....	⅜	24	6 „ and 19 dys. (to Oct. 19, '10) ...	132 39
do do	G. King........	⅜	24	5 „ and 12 d. (from do	107 61
Christina and Mount Brydges......	J. Bond	13	4	12 „	168 69
Clanbrassil and Railway Station....	J. Cassar..	2	6	12 „	60 00
Clandeboye and West McGillivray.	A. F. Smith....	7½	6	12 „	252 67
Clare and Main Post Road....... ...	J. Egan	5/16	12	12 „	40 00
Cleomae and Springford.	D. Armstrong...	8½	3	9 „ (from July 1, '10).	112 50
Clifford and Huntingfield	J. Renwick.....	6½	2	12 „	96 19
Clifford and Lakelet	C. Binkle.......	5½	6	12 „	213 83
Clifford and Railway Station	J. Bolton......	¼	18	12 „	93 35
Clinton and Railway Station.... ..	J. W. Elliott....	½	54	12 „	169 02
Clinton and Summerhill...........	A. C. Govier....	4¼	3	7 „ (to Oct. 31, '10) ..	68 25
do do	R. A. Govier. ..	4¼	3	5 „ (from „) ..	87 21
Cluny and North Bruce.....	J. T. Agar......	4	3	12 „	116 36
Coatsworth Station and Railway Station.........	E. Barton	15 R.	12	12 „	43 82
Coldstream and Fernhill...........	E. J. Marsh...	6	6	12 „	262 17
Colinville and Sarnia....	J. McKeller	37⅞	6	12 „	642 40
Comber and Railway Station	J. Carder	½	24	5 „ and 15 days (to Sept. 15, '10)..	65 88
do do	S. T. Anderson .	½	24	6 „ and 15 days (from Sept. 15, '10)..	77 58

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of trips per week.	Period.	Amount.
					$ cts.
Conroy and St. Paul's Station	M. Hourigan	4	3	12 months	150 00
Copleston and Petrolea	J. B. Beaton	$3\frac{3}{16}$	6	9 " (to Dec. 31, '10).	120 00
do do	H. Rose	$3\frac{3}{16}$	6	3 " (from ").	40 00
Corenth and Railway Station	A. McKenzie	85 R.	12	12 "	75 00
Cornell and Railway Station	W. Daiken	$\frac{3}{4}$	12	3 " (to June 30, '10).	21 25
do do	A. Daiken	$\frac{3}{4}$	12	9 " (from ").	63 75
Corunna and Railway Station	C. E. Proctor	$\frac{1}{3}$	12	12 "	68 64
Cotswold and Glenlee	R. Patterson	$2\frac{1}{2}$	3	12 "	78 00
Cotswold and Palmerston	G. Williams	7	6	12 "	279 92
Courtland, Port Rowan and Railway Station	W. Newkirk	20 & $\frac{1}{4}$	6 & 12	12 "	800 00
Courtland and Rosanna	W. J. Herron	4	2	12 "	48 00
Courtright and Ladysmith	J. Coyle, Sr	$5\frac{1}{2}$	3	12 "	150 00
Courtright and Railway Stn. (M.C.)	W. A. Cathcart	$\frac{1}{11}$	12	12 "	78 25
do do (P.M.)	"	$\frac{1}{3}$	12	12 "	76 00
Cowal and Iona Station	R. Adams	6	6	12 "	183 92
Cranston and Railway Station	A. E. Hannah	$4\frac{1}{2}$	6	12 "	187 80
Crediton and Railway Station	C. Wolf	5	12	12 "	300 00
Crinan and Dutton	N. Currie	10	3	6 " (to Sept. 30, '10).	95 00
do do	C. McGregor	10	3	6 " (from ").	105 00
Cromarty and Dublin	A. Robertson	$6\frac{1}{4}$	6	12 "	218 00
Crosshill and Kingwood	C. B. O. Schmidt	7	6	12 "	299 00
Crosshill and Waterloo	J. L. Hammond	$13\frac{1}{4}$	6	8 days (to April 8, '10)	9 76
do do	G. Richardson	$13\frac{1}{4}$	6	11 mos. and 22 days (from April 8, '10)	487 41
Crystal Beach and Ridgeway	E. A. Buck			Special trips	2 00
Cultus and Erie View	J. Day	$7\frac{1}{5}$	16	12 months	200 00
Currie's Crossing and Railway Stn.	W. D. Smith	$\frac{1}{4}$	6	12 "	81 64
Cuthbert and Edy's Mills	A. Cuthbertson	$4\frac{13}{14}$	2	12 "	85 44
Darrell and Railway Station	J. Wooding	50 ft.	6	8 " (to Nov. 30, '10).	10 45
Dashwood and Exeter Railway Stn.	H. Guenther	$8\frac{1}{4}$	6	12 "	324 51
Dashwood and Park Hill	"	$16\frac{1}{2}$	6	12 "	445 50
Dawn Mills and Dresden	E. Adkins	12	6	12 "	328 00
Decewsville and Railway Station	Mrs. E. Barnett	600 yds.	12	12 "	108 00
Deemerton and Mildmay	S. Haefele	$2\frac{1}{2}$	6	12 "	139 00
Delaware and London	W. A. Cudney	12	6	12 "	643 62
Delhi and Railway Station	F. McMonagle	$\frac{1}{2}$	12	10 " and 6 days (to Feb. 6, '10)	106 60
do do	L. House	$\frac{1}{2}$	12	1 " and 22 days (from Feb. 6, '10)	18 40
Delhi and Rhineland	G. Monthe	4	3	10 " (to Jan. 31, '10)	65 71
Delhi and Rhineland and Railway Station	J. Immel	$17\frac{1}{2}$ & $\frac{1}{2}$	6	2 " (from ")	87 28
Delhi, Wycombe and Railway Stn.	"	$8\frac{1}{2}$ & $\frac{1}{2}$	6	10 " (to Jan. 31, '10)	440 22
Delmer and Railway Station	Mrs. R. H. Minshall	$\frac{1}{3}$	6	12 "	50 00
Denfield and Duncrief	N. Stewart	$6\frac{1}{2}$	6	3 " (to June 30, '10).	56 25
do do	B. J. Lamport	$6\frac{1}{2}$	6	9 " (from ").	245 25
Denfield and Railway Station	N. Stewart	19 R.	24	12 "	78 25
Dereham Centre and Railway Stn.	A. Chandler	$2\frac{3}{4}$	6	12 "	200 00
Derrynane and Kenilworth	J. Purtill	5	2	12 "	78 00
Dexter and Union	J. B. Swaffield	5	6	12 "	283 56
Dobbinton and Mount Hope	M. Gibson	$19\frac{3}{4}$	3	9 " (to Dec. 31, '10).	248 62
do do	J. A. Close	$18\frac{1}{2}$	3	3 " (from ").	79 62
Dobbinton and Railway Station	W. J. Thompson	$\frac{1}{16}$	12	9 " (to Dec. 31, '10).	66 08
do do	D. Henderson	$\frac{1}{16}$	12	3 " (from ").	21 56
Dobbinton and Williscroft	J. Brunt	5	3	9 " (to Dec. 31, '10).	58 50
do do	C. Crawford	5	3	1 " (to Jan. 31, '11)	13 00
do do	L. G. Palmer	5	3	2 " (from ")	20 49
Donegal and Railway Station	J. J. Hymers	$4\frac{5}{8}$	6	12 "	203 45

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Doon and Railway Station	J. H. Thompson	1/16	18	12 months	39	89
Drayton and Glen Allen	W. Steenson	10½	6	12 "	509	34
Drayton and Railway Station	R. Henderson	½	24	12 "	159	00
Drayton and Riverbank	J. R. Towriss	6 3/16	6	12 "	254	92
Dresden and Railway Station	J. Watson	¾	24	6 " (to Sept. 30, '10).	100	48
do do	M. C. A. Humphrey	¾	24	6 " (from ").	99	84
Drew and Railway Station	G. Arthurs	2¼	6	12 "	122	07
Drew Station and Railway Station	J. H. Dickson	200 yds.	6	12 "	20	00
Drumbo, Ry. Stns. and Transfers	R. Alexander	¾, ⅛ &500 yds.	12-24, & 6	12 "	195	00
Drysdale and Kippen	C. Laporte	10¾	6	12 "	286	09
Duart, Palmyra and Ry. Station	J. F. Russell	8¼	6&12	12 "	500	00
Dublin and Railway Station	F. McLaughlin	¼	24	12 "	153	37
Dumblane and Paisley	D. Parliament	5⅓	3	12 "	116	74
Dunkeld and Railway Station	F. Schuler	⅜	6	12 "	79	00
Dunnville and Selkirk	W. H. Smelser	18	6	12 "	920	42
Dutton and Railway Station	A. J. Leitch	½	12	12 "	125	20
Dyer's Bay and Lyon's Head	R. Curry	16	3	12 "	259	50
Eagle and Railway Station	W. Wann	4 1/16	12	12 "	240	00
East Oakland and Oakland	F. Cunningham	3	6	12 "	175	00
Eberts and Railway Station	E. H. Moir	150 yds.	12	12 "	43	82
Eden and Railway Station	D. D. Healy	⅕	30	12 "	156	50
Edgar's Mills and Railway Station	R. Weldon	140 yds.	6	12 "	40	00
Edy's Mills and Hale	W. Brandon	4	3	10 " 15 days (from May 17, '10)	87	36
Edy's Mills and Oil Springs	A. E. Groombridge	3	6	3 " 11 days (to July 11, '10)	44	78
Edy's Mills and Railway Station	F. Groombridge.	¼	6	8 " 20 days (from July 12, '10)	57	61
Electric and Railway Crossing	J. G. Rose	170 r.	3	12 "	30	00
Elmira and Floradale	A. J. Ruggle	4	6	5 " (to Aug. 31, '10).	61	52
do do	S. C. Wolfe	4	6	7 " (from ").	177	29
Elmira and Ry. Station (G.T.)	W. Sleurnagel	¾	36	12 "	187	50
do do (C.P.)	S. C. Wolf	½	12	12 "	87	64
Elmira and North Woolwich	C. Schewind	4	3	12 "	93	90
Elmstead and Railway Station	H. A. Kerr	2	6	12 "	100	00
Elmwood and Railway Station	S. Ellis	¼	24	12 "	219	10
Elmwood and Solway	W. L. Dobney	14½	6	12 "	422	25
Elora and Pentland	J. H. Esch	5	3	12 "	150	00
Elora and Railway Station (C.P.)	F. R. Johnson	¼	12	12 "	100	16
do do (G.T.)	do	¾	30	12 "	250	00
Elora and Salem	E. Wissler	1	12	12 "	72	00
Embro and Harrington	J. A. McKay	25½	6	12 "	484	00
Embro and Holiday	J. R. McKenzie.	4	3	7 " 9 days (to Nov. 9, '10)	48	52
Embro and Railway Station	W. S. Vannatter	⅛	24	12 "	156	50
Erbsville and Waterloo	J. W. Kee	5½	4 & 6	12 "	294	28
Erieau and Railway Station	L. Handy.	400 ft.	6	12 "	15	65
Eskdale and Tiverton	A. McDonald	3¾	3	12 "	80	36
Essex and Gesto	J Roadhouse	5¼	6	12 "	191	25
Essex and Pleasant Park	P. Cunningham.	5¼	2	12 "	75	00
Essex and Railway Station	E. J. Cunningham	¼	18	12 "	178	41
Ethel and Railway Station	J. Jamieson	¼	12	12 "	135	00
Ettrick and Ilderton	J. H. McRae	13⅜	3	12 "	118	91
do do	A. D. Fraser	13⅜	3	12 "	118	91
Exeter and Kirkton	T. White	12½	6	12 "	422	75
Exeter and Mitchell	J. W. Walper	20	6	12 "	639	91
Exeter and Railway Station	C. T. Brooks	1	24	12 "	186	60

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fair Ground and Tillsonburg......	L. D. Kelly.....	20⅓	6	12 months.............	839 08
Fairplay and Tecumseh...........	E. Baillargeon..	4⅙	2	12 "	67 71
Fairview and Stratford.........	J. T. Waddell ..	7	3	8 " (to Nov. 30, '10).	99 86
do do	H. Easson & Co.	20	3	4 " (from ").	109 68
Falconbridge and Mount Brydges..	R. Wilson	13½	3	12 "	159 06
Falkland and Paris Station........	T. Halbert	9	6	3 " (to June 30, '10).	78 00
do do	W. Howes......	9	6	9 " (from ").	211 50
Fallon and Railway Station	W. H. Whalen..	$\frac{6}{18}$	6	8 " 21 days (from July 11, '10)..	46 98
Fanshawe and Main Post Road....	J. Barter	⅜	12	4 " 14 days (from Nov. 17, '10)..	18 61
Farewell, Kenilworth and Wagram.	W. C. Gurr....	7¼ & 3¼	6–2	12 "	306 25
Fargo and Railway Station........	W. B. Fluelling.	300 yds.	18	12 "	60 07
Fergus and Ponsonby.............	D. Duffield......	7	6	12 "	331 50
Fergus and Railway Station (C.P.).	R. C. Hayden...	⅗	12	12 "	100 00
do do (G.T.).	do ...	⅗	30	12 "	252 60
Fernbank and Hesson..........	P. H. Ament ...	2	6	12 "	110 00
Fernhill and Fort Rose............	J. Bissett.......	3¼	6	12 "	140 00
Fingal and Port Talbot	J. Brown	8	3	9 " (to Dec. 31, '10).	127 50
do do	R. Jones........	8	3	3 " (from ").	42 50
Fingal and Railway Station.......	N. McIntyre....	3⅛	12	12 "	174 00
Fingal and St. Thomas..	J. Cameron.....	7	6	12 "	429 92
Fisherville, Nelles Corners and Railway Station	H. Nablo........	4½	6 & 12	12 "	300 00
Fletcher and Railway Station	D. B. Armstrong	$\frac{5}{17}$	12	12 "	158 05
Florence and Oakdale	D. R. Sinclair...	9	6	12 "	315 00
Florence and Rutherford.........	J. McGuire	6	6	12 "	290 00
Florence and Shetland......	G. Thompson...	5	6	12 "	182 25
Fordwich and Newbridge..........	R. Armstrong...	4½ & 7	6–3	12 "	147 00
Fordwich and Railway Station.....	O. Rogers	½	24	12 "	168 00
Fordyce and Lucknow...........	A. Millson......	9¾	6	12 "	300 00
Forest and Railway Station...	R. Culley..... .	167 yds.	12	12 "	87 64
Forest and Ravenswood..	C. Malley......	8 & 9	3	12 "	184 34
Forestville and Railway Station....	E. T. Martin.. .	⅝	12	12 "	100 16
Formosa and Mildmay............	J. H. Schefter..	6	6	12 "	289 58
Freeborn and Peffer's Crossing. ...	H. Freeborn....	⅕	6	12 "	50 00
Frome and Railway Crossing......	E. A. Ashbury..	1¾	6	12 "	125 20
Fulton's Mills and Railway Station	G. Fulton	300 yds.	6	12 "	40 05
Galt and Railway Station, C.P.....	T. Keachie.....	½	24	12 "	200 32
do do W.G. & B.	do	½ & ¼	12 & 6	12 "	150 00
Galt and Glen Morris......	E. T. Charles....	7	6	12 "	210 00
Galt, Preston, Hespeler and Berlin.	Galt, Preston and Hespeler Street Ry. Co.	....	24 & 12	12 "	939 00
Galt and Street Letter Boxes......	J. A. Lenfesty..	4¾ & 4⅔	13	12 "	160 00
Garnet and Railway Station......	C. A. Walker..	⅛	12	12 "	80 00
Gladstone and Railway Station....	L. McMurray...	5	6	12 "	138 00
Glamis and Pinkerton............	J. Groves.......	$18\frac{1}{30}$	6	12 "	368 00
Glanworth and Railway Station....	G. E. Trigger...	⅕	6	2 " and 15 days to June 15, '10....	13 32
do do	R. J. Tremain..	⅙	6	9 " and 15 days from June 15, '10....	50 82
Glen Annan and Railway Station..	S. M. Bell......	¼	12	12 "	48 18
Glencoe and Street Letter Boxes...	C. Leitch.	1⅓	18	12 "	93 90
Glencoe and Woodgreen...........	J. L. McIntyre..	5½	6	12 "	231 16
Glen Colin and Railway Station....	M. Young......	100 yds.	6	12 "	100 00
Glendale and Main Post Road......	Mrs. E. E. Caldwell.........	⅓	3	3 " to June 30, '10...	8 75
Glen Farrow and Wingham...	W. McKersie...	6	2 & 3	12 "	125 79
Glen Meyer and Kinglake.	Mrs. M. Carson.	3	6	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glen Rae and Railway Station....	F. A. Newell...	50 yds.	12	12 months...	33 02
Glenwood Station and Railway Stn	W. C. Estabrook	⅛	12	12 "	45 00
Goderich and Railway Station, C.P	F. and T. M. Davis.........	½	12	12 "	118 94
do do G.T	T. Gundry..	¾	42	12 "	328 65
Goderich and Kincardine..........	W. M. McConnell	33	6	12 "	1,094 00
Goderich and Lucknow............	H. J. Blake... .	21¾	6	12 "	410 00
Goderich and Street Letter Boxes..	G. Bissett ..	6½	12	12 "	223 00
Goldstone and Railway Station....	H. Mansfield...	1¾	6	12 "	125 20
Goldstone Station, Parker and Railway Station	J. S. Thompson.	3 & 1/16	6	12 "	139 00
Golspie and Woodstock............	W. J. Taylor....	18	6	12 "	600 00
Gordon and Railway Station.......	A. C. Mailloux..	1/16	12	12 "	62 60
Gorrie and Railway Station... ...	W. A. Irwin.. ..	⅜	24	12 "	156 50
Gowanstown and Kurtzville........	J. Gibson......	7⅗	6	12 "	275 00
Gowanstown, Wallace and Ry Stn.	J. Detwiler.	3½ & ¼	6 & 12	12 "	200 00
Gowrie and Munro................	F. W. Moore....	2⅕	3	12 "	51 00
Grand Bend and Parkhill.........	J. G. Tudor	13¾	6	Season 1910....	50 00
Granthurst and St. Mary's.........	E. Day.........	5	6	12 months........ ...	220 67
Granton and London	J. M. Shoebottom........	18½	6	6 " to Sept. 30, '10..	277 75
do do	H. Guest.......	18⅓	6	6 " (from ").	352 74
Granton and Metropolitan.........	A. Wreford. ...	17½	4	12 "	312 47
Granton and Prospect Hill	J. Murray .	5	3	12 "	97 55
Gresham and Paisley	J. J. McNally..	24	3	12 "	232 30
Griffen's Corners and Railway Stn.	W. H. Bradfield	½	6	12 "	93 90
Hagersville and New Credit.......	J. S. Brant.	4½	3	12 "	65 00
Hagersville and Railway Stations..	J. Lynch.	⅓	36	12 "	281 70
Hagersville and Selkirk...........	W. H. Smelser..	12	6	12 "	667 09
Hagersville and Springvale........	C. Winger...	4	6	12 "	180 00
Harley and Hawtrey	R. Hammond...	15	6	12 "	625 67
Harley and New Durham..........	R. George . .	5	6	12 "	223 50
Harley and Railway Station.......	R. Hammond...	⅓	12	12 "	154 60
Harlock and Seaforth..............	W. McIntosh. ..	11¼	6	12 "	384 50
Harriston and Railway Stations....	C. Ward........	¼ & ½	36 & 18	12 "	476 92
Harrow and Railway Station......	T. H. Ferris....	⅓	6	12 "	93 90
Hartford and Waterford	J. H. Wilcox....	12	6	12 "	482 25
Harwich and Railway Station......	L. Galbraith...	5	6	3 " to June 30, '10..	49 14
do do	C. M. Fluelin...	5	6	9 " (from ")..	174 92
Hatchley Station and Railway Stn.	B. Powell.......	1/16	12	12 "	30 03
Hawkesville and St. Jacobs.......	P. Detinger....	6	6	12 "	298 42
Hawtrey and Railway Station, G.T	S. A. Innes. ...	1/16	12	12 "	60 00
do do M.C.	do	½	12	12 "	120 00
Haysville and New Hamburg	W. A. Cook....	3½	6	12 "	138 00
Henfryn and Railway Station......	S. Rowland.....	1/16	6	12 "	60 00
Hensall and Hurondale.......	T. Murdock ..	13¾	6	9 " (to Dec. 31, '10)	188 05
do do	N. P. Warrener.	13¾	6	3 " (from ")	107 06
Hensall Letter Box and Hensall P.O. & R.P.O	G. J. Sutherland	660 ft.	48	12 "	13 33
Hensall and Railway Station	do .	¼	12	12 "	100 16
Hepworth and Railway Station....	A. Tennant.....	800 yds.	24	12 "	220 35
Hepworth and Tolmie	do	4	3	8 " (from Aug. 1, '10	82 71
Hesson and Newton....	P. H. Ament....	27	6	12 "	380 00
Hickson and Railway Station......	T. J. Loveys....	⅛	12	12 "	40 60
Highgate and Railway Station.....	R. B. Teetzel....	¾	21	12 "	250 40
Holmesville and Porter's Hill.....	W. Pickard	4	6	12 "	146 00
Holmesville and Railway Station .	A. J. Courtice..	¼	12	12 "	50 00
Hopedale and London.	C. H. Tinsley...	3½	3	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Howlett and Lambeth	J. Howlett	4	6	12 months	140 17
Hubrey and Railway Station	A. B. Murray	$\frac{6}{13}$	6	12 "	200 00
Hussey and Railway Statlon	C. F. Hussey	$\frac{1}{4}$	6	10 " and 16 days from May 16, '10	41 28
Hutchinson, McInnes and Park Hill	J. G. Tudor	$2\frac{1}{4}$ & $4\frac{1}{2}$	3 & 6	12 "	196 15
Hyde Park Railway Station and Komoka Railway Station	R. E. Morris	$19\frac{1}{2}$ & $21\frac{1}{4}$	6	12 "	808 34
Ilderton and Railway Station	J. H. McRae	$\frac{1}{16}$	24	12 "	100 16
Ingersoll and Railway Station (C. P.)	A. P. McDonald & H. G. McMulkin	$\frac{1}{4}$	18	9 " (to Dec. 31, '10)	150 00
do do	T. J. Sherlock	$\frac{1}{4}$	18	3 " (from ")	50 00
do do	do	$\frac{1}{2}$	12	12 "	107 60
Ingersoll and Street Letter Boxes	do	$18\frac{31}{20}$	18	12 "	271 45
Innerkip and Railway Station	J. Borland	$\frac{1}{3}$	12	9 " (to Dec. 31, '10)	72 20
do do	J. Ballman	$\frac{1}{3}$	12	3 " (from ")	21 56
Inverhuron and Tiverton	A. McDonald	$3\frac{1}{4}$	3	12 "	70 42
Invermay and Railway Station	W. C. Croome	$\frac{3}{4}$	12	12 "	93 90
Inwood and Railway Station	J. M. Courtright	50 r.	12	12 "	60 00
Iona and Railway Station	W. Fletcher	2	12	12 "	130 20
Jackson's Corners and Ry. Station	J. G. Hennin	$\frac{1}{3}$	3	12 "	54 60
Jarvis and Railway Station	G. Snyder	$\frac{3}{8}$	24	12 "	200 20
Jarvis and Marburg	A. W. Mattice			Special Trips	8 00
Jeannette's Creek and Ry. Station	F. C. Peck	150 yds.	6	1 month and 19 days (to May 19, '10)	5 38
do do	A. H. Roszel	150 yds.	6	10 months and 12 days (from May 19, '10)	34 62
Jura and Railway Station	L. E. Catt	$2\frac{3}{5}$	3	12 "	60 00
Kauyenget and Newport	J. C. Martin	4	2	12 "	50 00
Kenilworth and Olivet	A. E. Tremain	$4\frac{3}{4}$	2	12 "	96 00
Kenilworth and Petherton	H. Fraser	$2\frac{1}{2}$	6	12 "	128 75
Kenilworth and Railway Station	T. P. McGillicuddy	$\frac{1}{3}$	12	12 "	150 00
Kertch and Uttoxeter	C. H. Nesbitt	$3\frac{7}{8}$	6	12 "	212 50
Kertch and Wanstead	N. K. Nesbitt	$2\frac{1}{2}$	6	12 "	115 00
Kerwood and Railway Station	G. F. Beckton	200 yds.	12	12 "	78 25
Kerwood and Wanderland	do	4 & 5	6	12 "	138 33
Khiva and Shipka	F. Heitzman	$2\frac{1}{2}$	4	9 " (to Dec. 31, '10)	99 89
do do	J. Hannon	$2\frac{1}{2}$	6	3 " (from ")	33 75
Kilmartin and Walker's	D. McCallum	$2\frac{1}{4}$	6	12 "	149 00
Kilworth Bridge and Komoka	H. Kilbourne	3	6	12 "	140 00
Kincardine and Port Elgin	T. R. Reed	24	6	12 " and arrears	430 25
Kincardine and Railway Station	A. McCallum	$\frac{3}{8}$	30	12 "	391 25
Kincardine and Walkerton	J. C. Watson	28	6	12 " and arrears	775 14
Kingarf and Kinloss	B. Moulton	4	3	12 "	93 00
Kingscourt and Railway Station	B. Williamson	$1\frac{1}{4}$	3	12 "	75 00
Kingsmill and Mapleton	G. A. McCaulley	4	6	12 "	258 00
Kingsmill and Railway Station	J. E. Lloyd	40 r.	12	6 " (to Sept. 30, '10)	30 00
do do	J. E. Grandy	40	12	6 " (from ")	30 00
Kingsville and Railway Station	H. Hickmoth	$\frac{1}{3}$	12	3 " (to June 30, '10)	24 64
do do	E. Bertrand	$\frac{1}{3}$	12	9 " (from ")	88 42
Kinkora and Sebringville	M. Murray	15 & $11\frac{1}{4}$	6	12 "	519 00
Kinloss and Lunknow	J. R. Brownscombe	$10\frac{1}{2}$	6	12 "	275 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kinlough and Westford	A. W. Haldenby	3½	2	12 months	55 00
Kintore and Thamesford	C. Garner	18	6	7 " (from Sept. 1, '10)	317 80
Kintyre and Railway Station	G. Brodie	2½	6	12 "	156 50
Kippen and Railway Station	J. Balfour	¾	24	12 "	225 00
Kirkton and St. Mary's	A. Crandon	22¼	6	12 "	645 67
Knapdale and Newbury	D. McNaughton	5	1	12 "	40 00
Kossuth and Preston	H. Sobrt	5½	3	12 "	125 00
Lakeside and Medina	J. E. Clipperton	14	6	7 " (from Sept. 1, '10)	231 78
Lakeside and Railway Station	A. G. Louch	⅙	12	7 " (from ")	45 50
Lakeside and Thamesford	J. E. Clipperton	12	6	5 " (to Aug. 31, '10)	151 50
Lambert and Milverton	C. Walker	4	3	10 " and 16 days (from May 16, '10)	131 10
Lamon and Sylvan	A. Randall	3	3	6 " (to Sept. 30, '10)	30 00
Langside and Whitechurch	F. McK. Paterson	5	6	12 "	180 00
Langton and Marston	J. L. Long	4⅝	2	12 "	75 00
La Salette and Railway Station	J. J. Casey	⅛	24	12 "	93 90
Lawrence Station and Railway Stn.	R. Miller	5⅛	6	9 " (to Dec. 31, '10)	207 00
do do	C. Annett	5⅛	6	3 " (from ")	90 75
Leamington and Point Pelee	C. DeLaurier	10	2	1 m. (from March 1, '11)	8 96
Leamington and Railway Stations (M. C. & P. M.)	S. C. Wigle	⅝	24	12 months	150 12
Lebanon and Moorefield	C. Sinclair	6¼	6	12 "	330 00
Leesboro' and Main Post Road	A. Heath	1½	3	12 "	40 00
Linwood and Railway Station	W. Carnochan	480 yds.	12	12 "	99 00
Lion's Head and Wiarton	R. Shouldice	22	6	3 " and 10 dys. (to July 10, '10)	90 08
do do	G. E. Hammel	22	6	8 " and 21 dys. (from July 10, '10)	234 92
Lisbon and Wellesley	H. Witzel	2	3	12 "	65 00
Lisburn and Purple Grove	P. Teskey	11½	3	12 "	125 00
Lisburn and Railway Station	do	½	6	12 "	50 00
Listowel and Molesworth	S. Lougheed	7	6	12 "	295 02
Listowel and Railway Station	W. Donagan	½	48	12 "	200 00
Listowel and Trowbridge	W. J. Tughen	5	6	12 "	200 30
Littlewood and Tempo	P. Schmidt	1¾	4	12 "	60 00
Lochalsh and Ripley	J. A. McGillivray	15	6	12 "	279 42
Londesborough and Railway Station	S. Woodman	⅝	21	12 "	225 36
London—Conveyance of Letter Carriers	London St. Ry. Co.		as req.	12 "	1,000 00
London and London East	do	1½	24	12 "	140 00
London and Railway Stn. (L. H. & B)	The Shedden Forwarding Co., Ltd	⅓	24	12 "	175 28
do do (P.M.)	do	⅓	24	12 "	175 00
London and Lucan	J. C. Howard	16½	6	12 "	418 83
London and Odell	S. Read	3	3	12 "	100 00
London and Pasadena	D. McMillan	17¼	6	4 " and 17 dys. (to Aug. 17, '10)	151 03
do do	W. F. Tilden	17¼	6	7 " and 14 dys. (from Aug. 17, '10)	434 22
London, Street Letter Boxes and Railway Stations	W. Walker		31, & 18	12 " and extra trips	4,104 00
London and Special Christmas Delivery	do				40 00
London Junction and Railway Stn.	D. F. Buchanan	⅙	12	12 "	59 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
London Post Office and Railway Station (G.T.R)	W. Griffith	...	...	Special trip	0 25
Longwood and North Ekfrid	W. Perry	$8\frac{1}{8}$	3	12 months	147 00
Louisville and Railway Station	G. H. Morton	$6\frac{1}{2}$	6	12 "	361 43
Lucan, Clandeboye and Railway Station	W. J. Hodgins	3	12	12 "	200 00
Lucknow, Lanes and Mafeking	A. McLeod	$14\frac{1}{2}$ & $21\frac{3}{8}$	3	12 "	501 92
Lucknow and Railway Station	W. Connell	$\frac{3}{4}$	24	12 "	175 28
Lukerville and Paquette Station	L. Paré	3	2	12 "	80 00
Lurgan, Main Post Road and Amberley	J. L. Gamble	$2\frac{1}{4}$ & $5\frac{1}{8}$	6 & 3	12 "	105 00
Lynn Valley and Railway Station	E. Edmonds	$\frac{1}{8}$	12	12 "	39 45
Lynnville and Railway Station	D. W. White	$2\frac{1}{2}$	6	12 "	124 35
Lyons and Railway Station	C. W. Appleford	$2\frac{1}{2}$	6	12 "	172 15
Lythmore and Railway Station	W. S. Dunnet	300 ft.	6	12 "	35 00
McCready and Newbury	D. Ross	6	2	12 "	60 00
McGregor and Railway Station	E. L. Adams	$\frac{1}{8}$	12	12 "	90 00
McWilliams and Railway Station	W. Judge	$\frac{3}{16}$	6	11 " (from May 1, '10)	75 06
Macton, Wallensteen and Railway Station	J. Walter	$3\frac{3}{16}$	6	12 "	194 00
Maguire and Railway Station	A. Tod	$2\frac{1}{4}$	6	12 "	100 00
Mahaffy and Munro	J. O. Coles	$3\frac{3}{4}$	3	12 "	75 00
Maidstone and Railway Station	M. Robinson	$\frac{1}{4}$	12	12 "	118 94
Malden Centre and North Malden	T. A. Thornton	$13\frac{1}{4}$	6	12 "	380 41
Maple Hill and Railway Station	L. Goode	$\frac{1}{4}$	6	12 "	78 25
Maple Lodge and Railway Station	C. Smith	110 yds.	6	12 "	50 00
Mar and Red Bay	D. Caldwell	7	2	12 "	77 00
Marburg and Railway Station	J. Awford	$1\frac{1}{2}$	6	12 "	100 00
Marshfield and Railway Station	J. R. Pollard	$\frac{1}{3}$	6	12 "	75 12
Melbourne and Middlemiss	C. J. Balsden	$4\frac{1}{2}$	6	12 "	135 00
Melbourne and Railway Stn. (M.C.)	G. W. Sponenburg	$\frac{1}{4}$	12	12 "	59 48
Melgund and Railway Station	J. J. Bracken	2	3	12 "	65 52
Merlin and Railway Station	J. K. Brethour	$\frac{1}{2}$	12	12 "	59 00
Merlin and Tilbury	W. Scammell	15	6	12 "	622 00
Mildmay and Railway Station	M. Ryan	$\frac{1}{4}$	18	6 " (to Sept. 30, '10)	70 65
do do	H. Weber	$\frac{1}{4}$	18	6 " (from ")	70 20
Millbank and Railway Station (C.P)	G. C. Coghlin	$\frac{1}{2}$	12	12 "	156 50
do do (G.T)	do	3	12	12 "	153 85
Miller Lake and Stokes Bay	D. Martin	6	6	12 "	116 25
Milverton and Railway Stn. (C.P.)	G. Bundscho	417 yds.	12	12 "	75 12
do do (G.T.)	J. H. Schmidt	$1\frac{1}{10}$	24	12 "	150 24
Mitchell and Railway Station	J. Coppin	$\frac{3}{4}$	30	12 "	156 50
Mohawk and Railway Station	J. W. McLaren	$\frac{1}{4}$	12	12 "	50 08
Moltke and Newstadt	A. Duneman	$2\frac{1}{2}$	3	12 "	78 00
Moncrieff and Monkton	W. Harrison	7	3	12 "	149 00
Monkton and Railway Station	J. Kelley	40 r.	12	12 "	93 90
Moorefield and Railway Station	P. Johnson	$\frac{1}{4}$	24	12 "	125 00
Moorefield and Rothsay	J. Horton	$4\frac{1}{2}$	6	12 "	184 55
Moorefield and Trecastle	J. Christie	3	6	12 "	146 92
Mooresville and Railway Station	J. Bloomfield	$\frac{1}{3}$	12	12 "	121 00
Mooretown and Payne	J. Payne	$4\frac{1}{2}$	3	12 "	100 00
Mooretown and Railway Station	J. Morrison	900 ft.	12	12 "	50 00
Morpeth and Thamesville	L. J. Poulin	$15\frac{1}{2}$	6	12 "	800 00
Mossley and Railway Station	L. McMurray	$\frac{5}{8}$	6	12 "	44 00
Mount Elgin and Railway Station	W. C. Pow	$\frac{3}{4}$	12	12 "	100 16
Mount Forest and Railway Station	F. S. Buckingham	$\frac{1}{2}$	48	9 " (to Dec. 31, '10)	240 72
do do	J. Ritch	$\frac{1}{2}$	48	3 " (from ")	78 54

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mount Healy and Railway Station	F. Renshaw	$4\frac{3}{8}$	6	5 mos. (to Aug. 31, '10).	65 28
do do	W. Murdock & D. Dils	$4\frac{3}{8}$	6	7 " (from ").	90 72
Mount Vernon and Railway Sta.	S. Cavin	2	24	12 "	303 00
Muir and Vandecar	R. Danby	$2\frac{1}{2}$	3	12 "	70 00
Mull and Pinehurst	J. Ballantyne	$3\frac{3}{4}$	2	12 "	70 00
Mull and Railway Station	J. H. Saddington	$\frac{1}{16}$	12	12 "	80 00
Muncey and Railway Station	W. J. Laing	30 r.	12	12 "	40 05
Nanticoke, Jarvis and Railway Sta.	W. Bartlett	$9\frac{3}{8}$	6	12 "	419 42
Napier and Rokeby	M. Campbell	4	2	12 "	60 00
Napier and Strathroy	R. Thompson	12	6	2 " and 19 days (to June 19, 1910).	54 73
do do	J. S. Graham	12	6	9 " and 11 dys. (from June 19, 1910).	247 74
Newbury and Railway Station	D. Stalker	$\frac{1}{8}$	6	12 "	37 56
New Canaan and Railway Station	C. Adams	$\frac{1}{16}$	12	12 "	50 00
New Dundee and Petersburg	A. Koehler	10	6	12 "	539 00
New Scotland and Ridley	A. L. Stirling	$2\frac{1}{2}$	6	12 "	116 25
Newton and Railway Station (G.T.)	W. J. Zoeger	200 ft.	12	12 "	75 00
Nithburg and Stratford	W. E. Thompson	$13\frac{1}{2}$	6	12 "	465 00
Nixon and Railway Station	C. E. Kingsbury	300 yds.	12	12 "	68 84
Nober and Railway Station	J. W. Fryer	100 yds.	12	12 "	50 08
Normandale and Vittoria	D. S. Smith	$4\frac{3}{4}$	3	4 " and 14 days (to Aug. 14, 1910).	36 58
do do	J. W. Van Wagner	$4\frac{3}{4}$	6	7 " and 17 dys. (from Aug. 14, 1910).	109 85
North Buxton and Railway Sta.	G. B. Shreve	$\frac{1}{8}$	12	6 " (to Sept. 30, '10)	20 09
do do	C. W. Shreve	$\frac{1}{8}$	12	6 " (from ")	46 80
North Pelton and Railway Station.	D. Poupard	1	4	12 "	52 00
Norwich and Railway Sta. (B. & T.)	C. Lumsden	$\frac{3}{4}$	24	12 "	120 17
Norwich and Railway Station, (G. B. & L. E.)	C. Lumsden	$\frac{3}{4}$	24	12 "	120 00
Oakland and Railway Station	J. N. Moore	$2\frac{7}{8}$	12	12 "	250 00
Ohsweken and Railway Station	D. Davis	5	6	12 "	203 45
Ohsweken and Sixty-nine Corners	Colonel Davis	$2\frac{1}{2}$	3	12 "	60 00
Oil City and Railway Station	M. L. Duncan	5	12	12 "	78 25
Oil Springs and Railway Station	D. P. Sisk	300 yds.	24	12 "	66 75
Oldcastle and Railway Station	G Welsh	$\frac{1}{5}$	6	12 "	100 00
Oldfield and Railway Station	J. Langstaff	$\frac{1}{3}$	3	12 "	45 00
Olinda and Ruthven	T. H. Wigle	$2\frac{1}{2}$	6	12 "	128 00
Oliver and Thorndale	J. H. Lockery	6	3	12 "	120 00
Oneida and Railway Station	J. A. Senn	$1\frac{1}{4}$	6	12 "	100 00
Ostrander and Railway Station	W. Ostrander	$\frac{1}{4}$	12	12 "	62 60
Otterville and Railway Station	M. Furlong	$\frac{1}{2}$	18	12 "	198 00
Owensound and Wiarton	J. C. Douglas			Special trip	6 00
Oxley and Railway Station	T. A. Elliott	$6\frac{3}{4}$	6	12 months	340 93
Paisley and Railway Station	W. Rowand	$\frac{1}{2}$	18	6 " (to Sept. 30, '10).	87 50
do do	Trelford and Briggs	$\frac{1}{2}$	18	6 " (from ")	87 50
Paisley and Vesta	Rowand and Rankin	$17\frac{1}{4}$	6	6 " (to Sept. 30, '10).	201 83
do do	J. Trelford	$17\frac{1}{4}$	6	6 " (from ").	232 00
Palmerston and Railway Station	W. Nowry	$\frac{3}{16}$	54	12 "	185 62
Paquette Station and Railway Sta.	J. E. Jessop	33	6	12 "	40 69

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Paris and Railway Station......	W. Howes	620 yds.	48	12 months	413 00
Paris and Street Letter Boxes.....	W. Howes ...	$4\frac{1}{4}$	12	12 "	110 25
Paris Station and Railway Station.	W. R. Baker...	200 yds.	30	12 "	234 00
Park Head and Railway Station ..	J. Pattison.....	$\frac{1}{2}$	12	12 "	78 25
Park Hill and Railway Station....	S. Tudor.... ...	$\frac{1}{8}$	12	12 "	100 00
Park Hill and Sable.	P. C. Turner....	$19\frac{3}{4}$	6	6 " (from Oct. 1,'10).	188 75
Park Hill and Strathroy...	J. H. McKenna.	19	3	12 "	278 78
Payne's Mills and Railway Station.	H. Berdon	$\frac{1}{2}$	6	12 "	39 11
Peebles and Woodstock..	O. P. Brown....	$11\frac{1}{2}$ & $19\frac{2}{3}$	6	12 "	775 39
Perch Station and Railway Station.	R. Bright. ...			"	67 53
Petrolea and Railway Sta.(G. T.)..	Grand Trunk Railway Co...	$\frac{5}{8}$	2 & 3	12	
		275 ft.	6	12 "	22 00
do do (M. C.)	R. E. Germain..	$\frac{1}{8}$	24	12 "	85 00
Petrolea and Street Letter Boxes..	J. Shaw........	1260 yds	12	12 "	1 00
Petrolea and Wilsoncroft..........	G. Douglas.....	$6\frac{3}{4}$	2	12 "	100 00
Petrolea and Wyoming.....	Kerrigan and Shannon......	....	......	Special trips	10 50
do do	W.R. McDonald	....	....	"	2 80
Pike Creek and Railway Station...	M. Suzor........	$\frac{3}{8}$	6	12 months.	60 00
Pillette Corners and Walkerville...	O. Samson......	$3\frac{1}{4}$	2	12 "	40 00
Pinkerton and Railway Station....	A. Knox.......	$2\frac{1}{2}$	6	12 "	114 23
Plattsville and Railway Station....	E. Gatzka......	$4\frac{1}{16}$	6	12 "	90 00
Point Edward and Sarnia.........	H. W. Mills....	2	24	12 "	313 00
Port Burwell and Port Rowan.....	O. Barrett......	$22\frac{1}{2}$	6	12 "	480 00
Port Burwell and Railway Station.	do	$\frac{1}{3}$	24	12 "	87 64
Port Dover and Railway Station...	J. Johnson.....	$\frac{1}{3}$	42	12 "	184 30
Port Elgin and Railway Station....	A. C. Gilbert...	$\frac{1}{4}$	24	12 "	187 80
Port Elgin and Tara..............	J. E. Grant	15	6	12 "	360 00
Port Franks and Thedford........	W. Waller.	6	3	12 "	169 43
do do	do	6	3	Summer Service	29 04
Port Lambton and Railway Station	J. S. McDonald.	$\frac{1}{8}$	12	12 months..............	97 03
Port Rowan and Railway Station..	F. E. Foster...	$\frac{1}{2}$	12	12 "	100 00
do Simcoe and Way Offices	S. R. Foster....	....	......	Extra Trips............	30 00
Port Ryerse and Victoria..........	D. S. Smith....	$3\frac{3}{4}$	6	12 months..............	181 00
Port Stanley and Railway Station..	M. Payne......	$\frac{1}{4}$	24	12 "	160 00
Prairie Siding and Railway Stn....	G. M. Curtis...	100 yds.	6	12 "	40 00
Rratt Siding and Railway Stn.... .	W. J. Watson..	$\frac{1}{2}$	6	12 "	50 00
Preston and C. P. Ry. Stn. at Galt	Galt, Preston & Hespeler Electric R'y. Co..	$3\frac{1}{2}$	6	12 "	109 55
Preston and Railway Station,(G.T)	A. A. Grieve....	$\frac{1}{2}$	6	4 " and 9 days (from Nov. 21, '10)..	41 39
Puce and Railway Station...	P. M. Major....	$\frac{1}{4}$	12	12 "	45 05
Ratho and Railway Station.......	G. Deeton.. ...	$\frac{1}{8}$	6	12 "	52 00
Rayside and Railway Station......	F. Day.........	880 yds.	6	12 "	50 08
Renton and Railway Station	M. Chrysler ...	$\frac{1}{2}$	12	1 " (to May 1, '10)..	8 52
Renton and Railway Station......	T. Snively......	$\frac{1}{2}$	12	11 " (from ")..	91 48
Renwick and Railway Station.....	T. G. Harlton ..	50 yds.	12	12 "	51 18
Richwood and Railway Station....	W. Taylor......	$\frac{1}{2}$	12	12 "	125 20
Ridgetown and Railway Stn.(M. C)	J. Rhody.......	1	12	12 "	122 07
Ridgetown and Railway Stn.(P. M)	do	$\frac{1}{2}$	12	12 "	118 94
Ripley and Railway Station.. .. .	J. McInnes.....	$\frac{1}{8}$	24	12 "	175 28
Rockford and Railway Station.....	W. Richards....	$3\frac{1}{4}$	6	12 "	160 00
Rodney and Railway Station......	J. S. McGugan.	40 r.	24	12 "	125 20
Round Plains and Waterford......	C. K. Young...	$4\frac{3}{16}$	6	12 "	61 25
Ruscom Station and Railway Stn..	W. H. Knister..	50 yds.	12	12 "	50 60
Ruthven and Railway Station....	T. H. Wigle....	$\frac{1}{4}$	12	12 "	76 80
St. George and Railway Station....	G. W. Howell..	1	24	12 "	313 00
St. Jacobs and Railway Station....	J. Menger......	$\frac{1}{2}$	18	12 "	75 12

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Joachim River Ruscom and Railway Station	E. Benglet.	2	6	12 months.......... ...	150 00
St. Joseph and Zurich............	S. J. Spencer...	4	6	12 „	125 00
St. Marys and Railway Stn., (C.P.)	W. Hoyt.......	120 yds.	12	7 „ (from Sept. 1,'10)	43 61
St. Marys and Wildwood..........	J. Bolton.......	5	3	6 „ (to Sept. 30, '10).	50 00
do do	D. Sinclair..	10	3	6 „ (from „).	102 81
St. Paul's Station and Railway Stn.	A. Thom...... ..	$\frac{1}{16}$	12	12 „	62 60
St. Thomas and Railway Stations..	P. Stover.......	1	90	1 „ and 23 days (to May 23, '10) .	101 92
do do	J. E. Stover....	....	as req.	10 „ and 8 days (from May 23, '10) ..	1,089 35
St. Thomas and Street Letter Boxes	P. Stover.......	$14\frac{3}{5}$	18 & 19	1 „ and 23 days (to May 23, '10...)	65 50
do do do	H. Fearnley. ..	$18\frac{1}{3}$	18	10 „ and 8 days (from May 23, '10)..	683 52
St. Thomas and Sparta	W. Butterwick.	11	6	12 „	337 08
St. Williams and Railway Station..	J. Cope...	$\frac{1}{3}$	12	12 „	59 47
Sable and Main Post Road........	N. McPhee.....	$2\frac{1}{8}$	3	6 „ (to Sept. 30, '10.)	37 50
Salford and Railway Station.......	A. Stevens.... .	$\frac{1}{2}$	12	12 „	90 00
Sandison and Railway Stn.........	A. McKay.	$\frac{4}{11}$	6	12 „	65 00
Sandwich and Windsor............	Sandwi'k, Windsor & Amherstburg Ry. Co .	2	6	12 „	125 00
Sarnia—Conveyance of Letters Carriers..........................	Sarnia St. R. Co.	5	as req.	12 „	150 00
Sarnia and Railway Stn., (P.M.)...	Pere Marquette Railway Co...	$\frac{4}{5}$	24	12 „	180 00
Sarnia and Port Huron............	J. McKelvey...	1	12	12 „	119 50
Sarnia and Street Letter Boxes ..	R. McDonald...	$17\frac{2}{3}$	18	12 „	590 00
Sauble Falls and Wiarton.........	J. McVannel...	12	24	12 „ and extra Summer Trips.....	212 33
Seaforth and Railway Station......	Turnbull & McIntosh	$\frac{1}{4}$	42	12 „	280 00
Sebringville and Railway Station ..	B. F. Kastner..	$\frac{3}{4}$	18	12 „	150 00
Seckerton and Railway Station....	E. Edwards	$3\frac{1}{12}$	3 & 6	12 „	208 97
Shedden and Railway Station......	A. Burwell.....	$\frac{3}{8}$	12	12 „	75 00
Simcoe and Loop Line Letter Box .	C. A Chadwick.	1	18	12 „	28 17
Simcoe and Railway Stations......	do	$\frac{1}{2}$ and 1	18 & 24	12 „	278 43
Simcoe and Tain..................	G. T. Charlton..	$23\frac{3}{4}$	6	12 „	743 59
Simcoe and Waterford......... ...	C. K. Young...	7	6	12 „	352 17
Sombra and Railway Station..	M. Henry......	$\frac{1}{5}$	12	12 „	75 00
Sombra and Wilkesport....	A. Maitland....	7 & $8\frac{1}{5}$	6	12 „	257 89
Southampton and Railway Station .	W. Gilbert.. ...	$\frac{1}{3}$	30	12 „	156 50
Springfield and Railway Station ...	J. H. Haggerty.	$\frac{1}{4}$	12	12 „	160 00
Springford and Railway Station...	H. A. White.. .	$\frac{1}{3}$	24	6 „ (to Sept. 30, '10).	50 24
Springford and Railway Station....	R. Armstrong ..	$\frac{1}{3}$	24	6 „ (from „)	46 80
Spruce Green and Ry Stn., (G.T.)..	S. Ferguson	$2\frac{3}{4}$	6	12 „	90 00
Staples and Railway Station......	D. R. Menzies..	30 r.	12	12 „	87 64
Stevenson and Railway Station....	R. A. Heward..	66 r.	12	12 „	84 48
Stokes Bay and Wiarton	J. E. Sutherby..	$27\frac{2}{7}$	3	3 „ (to June 30, '10).	73 75
do do	W. Trout.....	$27\frac{2}{7}$	3	9 „ (from „)..	373 12
Stoney Point and Railway Station.	E. Desmarais...	1	12	12 „	105 00
Straffordville and Railway Station.	D. J. Riordan .	$\frac{1}{5}$	30	12 „	125 20
Strangfield and Railway Station....	S. Edwards.....	3	3	12 „	100 00
Strasburg and Railway Station....	P. Wolf........	2	6	12 „	110 00
Stratford and Railway Station.....	A. Easson......	$\frac{3}{4}$	60	12 „	375 60
Stratford and Steel Letter Boxes...	W. Murch......	$18\frac{1}{2}$	D. as req.	12 „	553 23
Strathroy and Steel Letter Boxes..	R. E. Richards..	$5\frac{2}{3}$	12 & 18	12 „	200 00
Sutherland and Windsor......	C. C. Chauvin..	3	3	9 „ (to Dec. 31, '10)..	45 00
do do	G. Moore......	3	3	3 „ (from „)...	37 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sutorville and Watford	S. E. Thompson.	7	2	10 mos. to Jan. 31, '11...	65 20
do do	J. T. Kersey....	19	3 r. t.	2 " (from ")...	59 82
Sylvan and Thedford..............	C. Cathers......	5	6	6 " (to Sept. 30, '10).	62 50
Tara and Railway Station......	J. N. Monkman.	¾	24	12 "	187 80
Tavistock and Railway Station....	J. S. Bell.......	⅓	24	12 "	150 00
Tavistock and Woodstock.........	C. E. Rowell....	30	6	6 " (from Oct. 1, '10)	419 92
Teeswater and Railway Station....	F. Green........	½	24	12 "	132 00
Teeswater and Walkerton.........	A. J. Krupp ...	16	6	12 "	445 00
Teeterville and Windham Centre..	T. J. Arthur....	3¼	6	12 "	145 00
Terminus and Wilkesport..........	M. Munro......	5½	3	12 "	93 60
Thamesford and Railway Station..	N. C. McCarthy	⅓	12	12 "	125 20
Thamesville and Railway Station..	J. K. Duncan...	525 yds.	12	12 "	75 00
Thamesville and Wabash..........	T. Elgie.	12	6	9 " (to Dec. 31, '10)..	336 67
do do	F. Kelly..	12	6	3 " (from ")...	112 25
Thedford and Railway Station.....	R. Wilson	150 yds.	12	12 "	39 00
The Gore and Main Post Road.....	M. Ackland	1	6	12 "	75 00
The Grove and Railway Station....	T. A. Robinson.	¼	6	12 "	25 04
Thorndale and Railway Station....	G. Dean........	70 r.	6	12 "	39 05
Thornyhurst and Wallaceburg.....	F. Varndell....	11	3	12 "	265 00
Tilbury and Railway Station......	J. Stephenson...	17/44		"	130 00
Tillsonburg, Brantford and Tillsonburg Railway Station	C. Becker and Son	¾	24	12 "	100 16
Tillsonburg and Loop Line Ry Stn.	W. A. Cowan...	1⅓	24	12 "	175 28
Tillsonburg and Railway Stn,(M.C)	do ...	1½	12	12 "	140 85
Tillsonbury and Railway Station, (T.L.E. & Pac.)............	A. W. Pierce. ..	⅔	12	12 "	187 80
Topping and Railway Station......	D. L. Brenneman... ...	6	36	12 "	225 00
Townsend Centre and Railway Stn.	W. J. Smith....	40 r.	6	12 "	50 00
Tunnel and Street Railway..	J. E. Proctor. .	40 ft.	12	12 "	25 00
Tupperville and Railway Station. .	A. McArthur...	30 yds.	24	12 "	40 05
Turnerville and Railway Station...	W. Bird.	100 ft.	12	12 "	45 00
Tuscarora and Railway Station....	S. J. McKelvey.	⅖	6	12 "	93 90
Tyrconnel and Wallacetown.	J. McLean......	3	6	12 "	109 54
Tyrrell and Railway Station.......	W. E. Anstin...	1¼	6	12 "	100 00
Uniondale and Railway Station....	D. Brown... ...	200 ft.	12	12 "	12 50
Vanessa and Railway Station......	J. C. Lutes......	3	12	12 "	275 00
Van Horn and Railway Station...	F. F. Gerber....	3	3	12 "	45 00
Vienna and Railway Station.	R. N. Grass.....	1½	30	12 "	225 00
Villa Nova and Railway Station...	M. McAlpine...	¼	6	12 "	50 08
Vittoria and Railway Station.....	D. S. Smith...	⅗	12	12 "	99 00
Vyner and Railway Station..	D. Lamont......	1¼	3	12 "	87 75
Walkers and Railway Station......	J. D. Turner....	⅓	12	6 " (to Sept. 30, '10).	20 41
do do	J. H. McFarlane	⅓	12	6 " (from ")...	62 40
Walkerton and Railway Stn, (C.P)	F. Rennie......	⅛	12	12 "	75 12
do do (G.T)	do	1⅕	24	12 "	275 44
Walkerville and Railway Stn,(G.T)	N. B. Vrooman.	75 yds.	36	12 "	159 63
Walkerville and G.T. Railway Station at Windsor	do	1⅕ & 1⅔	6	12 "	92 83
Walkerville and Railway Stn,(P.M)	W. W. Dupont..	213 yds.	12	3 " and 4 days (to Sept. 30, '10)..	88 48
do do	N. B. Vrooman.	213 yds.	12	6 " (from ")...	30 00
Wallaceburg and Railway Station, (C.W. & L.E.)	A. Fisher.......	1,700 ft.	6	12 "	100 00
Wallaceburg and Railway Stn,(P.M)	do ...	½	21	12 "	200 00
Wallaceburg and Walpole Island. .	J. B. McDougall	9	2	12 "	75 00
Wallacetown and Railway Station..	J. McLean......	3½	12	12	212 84

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Walnut and Watford	A. Black	6	2	9 mos. (to Dec. 31, '10)	78 75
do do	D. McGugan	6	2	1 „ (to Jan. 31, '11)	9 05
Walsh and Railway Station	A. Brett	$2\frac{1}{2}$	6	12 „	141 40
Walton and Railway Station	N. McNeil, sr.	100 ft.	12	12 „	61 81
Wardsville and Railway Station	J. A. Bilton	3	12	6 „ (to Sept. 30, '10)	62 80
do do	R. Yates	3	12	6 „ (from „)	93 60
Warwick and Railway Station	C. Barnes	$7\frac{9}{10}$	6	12 „	312 67
Waterford and Railway Stn, (M.C)	L. S. Dean	$\frac{1}{4}$	12	12 „	75 00
Waterford and Ry Stn., (T.H. & B)	M. L. Boughner.	$\frac{1}{4}$	18	12 „	61 02
Waterloo and G.T. Railway Station at Berlin	Corporation of Town of Berlin	2	78	12 „	539 20
Waterloo and Railway Stn, (G. & E)	W. W. Glaister.	$\frac{1}{4}$	18	12 „	140 85
Waubuno and Railway Station	J. Young	3	6	12 „	156 50
Weidmann and Railway Station	H. S. Groff	70 r.	12	12 „	53 04
Weissenburg and Railway Station	E. Foerster	$1\frac{1}{5}$	6	7 „ (to Oct. 31, '10)	88 10
do do	B. Schmuck	$2\frac{1}{2}$	6	5 „ (from „)	63 40
West Lorne and Railway Station	D. McKillop	$\frac{1}{16}$	12	12 „	40 00
Wheatley and Railway Station	O. Ivison	$\frac{13}{20}$	12	12 „	187 80
Wheatley and Windfall	G. Gibson	5 & 6	2	12 „	128 30
Whitebread Station and Railway Station	R. Armstrong	50 yds	12	12 „	40 05
Whitechurch and Railway Station	E. Everitt	$\frac{1}{3}$	18	12 „ and extra trips	115 40
White Oak and Main Post Road	G. F. Johnston	$2\frac{1}{4}$	3 & 6	12 „	168 75
Wiarton and Railway Station	S. Hyatt	$\frac{1}{4}$	30	12 „	266 05
Wilton Grove and Railway Station.	P. Murray	$\frac{1}{4}$	6	12 „	45 05
Windham Centre and Ry. Station	I. W. Lewis	$\frac{1}{4}$	12	12 „	35 00
Windsor and Detroit	E. Gignac	$1\frac{1}{4}$	6	12 „	313 00
do do	do	$1\frac{1}{4}$	18	12 „	496 08
Windfer and Detroit (Brush Street Station)	do	1	as req.	12 „ and extra trips	117 75
Windsor, Essex and Lake Shore Rapid Ry. Co. and Respe. P.O's.	Windsor, Essex and LakeShore Rapid Ry. Co.		12&18	12 „	787 50
Windsor and Ry. Station (P.M)	W. W. Dupont	$1\frac{1}{2}$	12	2 „ 25 days (to June 25, '10)	87 36
do do	E. Gignac	$\frac{3}{4}$	12	9 „ 5 days (from „)	138 15
Windsor and Ry. Station (M.C.)	do	1	24	12 „	363 08
Windsor and Street Letter Boxes	B. McLellan	$19\frac{4}{5}$	25	12 „	900 00
Windsor and Walkerville	N. B. Vrooman.	$1\frac{1}{3}$	6	12 „	70 00
Wingham and Ry. Station (C.P.)	A. Reid	$\frac{3}{4}$	24	12 „	313 00
do do (G.T.)	do	$\frac{1}{3}$	30	12 „	250 40
Witmer and Railway Station	B. Witmer	$2\frac{3}{4}$	3	12 „	80 00
Wolverton and Railway Station	S. W. Simpson	$1\frac{1}{8}$	12	12 „	140 85
Woodslee and Railway Station	T. Galloway	$1\frac{1}{5}$	12	3 „ (to June 30, '10)	50 00
do do	J. A. Hogan	$1\frac{1}{5}$	12	9 „ (from „)	148 50
Woodstock and Ry. Station (C.P.)	G. F. Thurlow	$\frac{3}{4}$	12	6 „ (to Sept. 30, '10)	95 00
do do	F. Hallock	$\frac{3}{4}$	12	6 „ (from „)	95 00
do do (G.T.)	J. Hall	$\frac{3}{5}$	6	12 „	75 00
Woodstock and Railway Station (P.D. & L.H.)	J. A. McKenzie.	$\frac{3}{5}$	24	12 „	190 00
Woodstock and Street Letter Boxes	W. J. Taylor	14	18	3 „ (to June 30, '10)	43 08
do do	do	$12\frac{5}{32}$	as req.	9 „ (from „)	337 50
Woodstock Station Letter Box and C.P.R. Postal Car	H. G. Winter	50 yds.	12	12 „	30 00
Wroxeter and Railway Station	A. Paulin	$\frac{5}{8}$	24	3 „ (to June 30, '10)	37 12
do do	P. S. Milligan	$\frac{5}{8}$	24	9 „ (from „)	111 85
Wyton Station and Railway Station	G. Scatcherd	$\frac{1}{8}$	12	12 „	20 01

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Yatton and Railway Station.	M. Metzger.....	$1\frac{7}{8}$	6	12 months	90 00
Zurich and Railway Station	T. Murdock	$6\frac{1}{8}$	12	12 "	224 00
				Total.... .	144,408 21
				LESS amount deducted from Guarantee Fund....	819 71
					143,588 50

APPENDIX B—*Continued.*

WINNIPEG POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alexander and Railway Station....	J. F. Walker....	⅛	24	12 months..............	450 00
Allanlea and Glenella......	S. Alexander....	14	1	12 〃	109 84
Almasippi and Graysville.....	S. J. Huntly...	6½	2	12 〃	156 00
Alpine and Durban.	L. Nordvall. .	15	1 & 2	12 〃	287 50
Altamont and Railway Station	H. Mussell.. ..	$\frac{1}{12}$	12	3 〃 (to June 30, '10).	31 20
do do	H. Maloney	$\frac{1}{19}$	12	9 〃 (from July 1, '10)	117 00
Altona and Railway Station.......	D. W. Friesen..	⅛	12	12 〃	125 00
Angusville, Calder, &c....	The Palace Livery and Feed Stables, D. Lamon, Prop..	....		Special trips	30 00
Angusville. Russell and Silver Creek	F. Vinnell	....		〃	6 00
Angusville and Railway Station. ..	C. H. Staples...	510 yds.	6	12 months	109 55
Arawana and Elkhorn.............	F. W. Chapple..	10	1	6 〃 (from Oct. 1,'10).	39 00
Arbakka and Vita................	N. Eluk	10	1	12 〃	89 00
Ardal and Broadlight.............	G. Lukaschuk ..	8	1	11 〃 (from April 1,'10)	66 62
Arden and Railway Station........	M. E. Boughton	¼	12	12 〃	135 00
Arnand and Carlowrie............	R. Sumner......	6	1	12 〃	65 00
Arnaud and Railway Station......	E. Smith.	¼	12	12 〃	250 40
Arrow River and Orrwold.	W. Tennant....	1 & 42½	2	12 〃	373 85
Arrow River and Railway Station..	do	1	12	12 〃	313 00
Asessippi and Russell....	J. T. Adams . ..	15	2	12 〃	247 01
Ashville and Railway Station......	G. A. Wyness .	550 yds	6	12 〃	156 50
Atikokan and Railway Station.....	F. J. Schieder ..	300 yds.	12	12 〃	93 90
Aubigny and Silver Plains.........	H. Mousseau. .	2½	3	12 〃	78 00
Austin and Railway Station.......	J. Willett	⅓	12	12 〃	200 32
Aweme and Treesbank............	J. E. Little.....	8	1	12 〃	75 00
Aylesworth and Emo.............	C. A. Larson....	6	2	12 〃	125 00
Badger and Railway Station.......	A. White.	¾	4	12 〃	60 00
Bagot and Railway Station........	J. C. Lowrie ...	⅓	12	12 〃	60 22
Baldur and Grund................	S. Christopherson	6	2	12 〃	140 00
Baldur and Railway Station	A. Fowler......	⅛	12	12 〃	250 40
Balmoral and Greenwood.	E. Bowman.....	6⅓	1	12 〃	75 00
Balmoral and Railway Station....	R. Rutherford..	½	12	12 〃	281 70
Balsam Bay and East Selkirk......	H. Thomas ...	40	1	12 〃	404 00
Banning and Railway Station.	B. E. Hogan....	100 yds.	12	17 dys. (from Mar. 15,'10)	7 50
Barclay Siding and Catching Post .	D. Gillanders ..	200 yds.	6	12 months.............	78 25
Barnhart and Emo......	J. Schamehorn..	9	2	12 〃	195 00
Barnsley and Railway Station......	P. McBride.....	$\frac{1}{12}$	3	12 〃	25 00
Barrows and Pelican Rapids.	T. Sinclair......	40	Mthly	6 〃 (to Oct. 31, '10).	66 00
Barwick and Black Hawk..........	A. Ross........	11½	2	2 〃 (to May 31, '10).	39 28
do do	N. McCutcheon.	11½	2	2 〃 (to July 31, '10).	40 11
do do	G. W. Hughes..	11½	2	8 〃 (from Aug. 1,'10)	158 66
Barwick and Railway Station......	E. Holme.......	⅗	12	12 〃	212 84
Basswood and Rolling River.......	D. Cameron....	10	1	12 〃	75 00
Basswood and Railway Station	D. McPherson..	⅛	12	12 〃	124 80
Bates and Homewood.	G. Finnie.......	3	2	12 〃	78 00
Beaconsfield and Somerset	R.W. McMorran	6½	2	3 〃 (to June 30, '10).	35 10
do do	D. E. Acheson..	6½	2	9 〃 (from July 1,' 10)	118 50
Beaudryville and Railway Station .	A. Gamarche...	800 yds.	6	12 〃	78 25
Beausejour and Railway Station. ..	S. Turner......	$\frac{1}{16}$	12	12 〃	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Beausejour and Thalberg	W. Kotchorek	23½	1	12 months	200 00
Beaver and Railway Station	R. H. McLeod	¼	12	12 "	222 23
Bedford Station and Railway Stn.	J. Vankal	300 yds.	6	12 "	40 00
Belleview and Railway Station	L. Marcq	300 yds.	12	12 "	93 90
Bellhampton and Glenella	W. M. Cuningham	15	1	12 "	98 33
Belcourt and Poplar Point	T. H. Brown	5	2	12 "	95 00
Belmont and Railway Station	W. Black	$\frac{1}{10}$	24	12 "	313 00
Bender Hamlet and Hamrlick	C. R. Snyder	22½	1	11 " and 11 dys. (to Mar. 11 '11, and arrears)	285 77
Bender Hamlet and Fisherton	J. Larence	60	1	17 dys. (from Mar. 15, '11)	28 33
Bender Hamlet and Teulon	T. Cook	36	1	12 months	390 00
Bender Hamlet and Willowview	H. Whittle	7	1	5 " (from Nov. 1, '10)	29 16
Benito and Railway Station	I. E. Hunt	200 yds.	4 & 6	12 "	121 50
Beresford and Railway Station	J. Morrison	$\frac{1}{12}$	12	12 "	90 00
Bergland and Sleeman	C. Mosbeck	18	2	12 "	400 00
Bernice and Napinka	R. Baker	7	2	12 "	120 00
Berton and Railway Station	R. G. Shackleford	660 yds.	6	7 " (from Sept. 1, '10)	63 70
Bethany and Railway Station	W. A. N. Wright	85 yds.	6	12 "	79 03
Beverley and Railway Station	F. T. Webster	100 yds.	12	12 "	75 00
Big Fork and Devlin	A. Spencer	8¾	3	3 " (to June 30, '10)	69 75
do do	R. Strachan	8¾	3	9 " (from July 1, '10)	232 50
Binscarth and Railway Station	D. McGillivray	$\frac{1}{16}$	12	12 "	187 80
Binscarth and Seeburn	O. Seebach	14	1	12 "	130 00
Birch River and Railway Station	A. R. Dart	300 yds.	6	3 " (from Jan. 1' 11)	15 40
Birds Hill and Railway Station	G. Chudleigh	½	6	12 "	125 20
Birnie and Railway Station	A. Jelks	200 yds.	6 & 12	12 "	83 18
Birtle and Fort Ellice	J. G Hatch	12	2	12 "	250 00
Birtle and Miniota	J. Parker	23	3	12 "	609 06
Birtle and Railway Station	J. G. Hatch	¾	12	12 "	247 90
Blythfield and Railway Station	W. H. Mellow	3½	2	12 "	83 80
Boissevain and Railway Station	E. J Philips	⅛	12	12 "	156 50
Boissevain and Sheppardville	G. F. Brown	14½	2	12 "	200 00
Boissevain and Wapaha	do	16½	1	12 "	125 00
Boissevain and Wassewa	H. J. Wood	10	1	12 "	88 00
Bonheur and Railway Station	D. C. Campbell	325 yds.	12	12 "	202 00
Bonnie Doon and Reaburn	W. Finegan	9½	2	12 "	260 00
Boucherville and Stratton Station	I. Vipond	3	2	12 "	104 00
Bowsman River and Railway Stn.	J. Caverley	300 ft.	6 & 12	12 "	166 80
Bradwardine and Railway Station	A. Hays	⅛	6	12 "	182 00
Brandon and Railway Stations (C. N. & C. P)	F. J. Baird	⅛ & ¼	24 & 88	12 "	2,119 60
Brandon and Roseland	A. C. Partridge	9	2	12 "	208 00
Brandon and Street Letter Boxes	C. S. Wilson	13 miles &1,650 ft	13	12 "	613 80
Brandon Hills and Railway Station	A. J. Gerry	2½	2	12 "	148 33
Bridge Creek and Franklin	C. R. Campbell	3½	3	12 "	110 00
Broad Valley and Hamrlik	D. Tretiak	15	1	12 "	113 33
Brookdale and Railway Station	J. W. Miller	560 ft.	6	12 "	224 00
Broomhill and Melita	W. Kilkenny	12	1 & 3	12 "	159 73
Brown and Morden	A. Herminger	13	2	3 " (to June 30, '10)	47 50
do do	A. Staple	15	2	9 " (from ")	165 00
Bru and Cypress River	A. Oliver	11½	3	12 "	278 00
Brunkild and Railway Station	W. Poersch	300 yds.	6 & 12	12 "	151 50
Bruxelles and Holland	V. Poncelet	10	2	12 "	149 00
Bunclody and Railway Station	T. McGill	250 yds.	6	12 "	90 00
Burnbank and Elkhorn	G. Phillips	8	2	12 "	157 50
Burnside and Railway Station	J. R. Fox	$\frac{1}{27}$	12	12 "	50 21
Butler Station and Railway Station	D. Reckie	200 yds.	6	6 " (from Oct. 1, '10)	31 20

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Calder and Russell	J. L. Bryant	.. ....	.....	Special trip	20 00
Calm Lake and Railway Station	P. A. Smith	3½	12	12 months	148 64
Cameron and Railway Station	J. A. Hamilton.	¼	12	12 "	89 94
Camperville and Winnipegosis	J. Pangman	35	1	12 "	290 00
Carberry and Montrose	S. Shannon	36	2	12 "	256 72
Carberry and Petrel	R. Ellerington	7½	1	12 "	100 00
Carberry and Railway Station (C.N)	J. Smale	500 yds.	6	12 "	125 20
do do (C.P)	J. Whitelaw	⅛	32	12 "	467 12
Cardinal and Notre Dame de Lourdes	J. Tirard	3½	6	12 "	180 00
Cardinal and Railway Station	M. Allaire	125 yds.	12	12 "	91 20
Carey and Catching Post	A. Hebert	400 yds.	6	12 "	46 95
Carman and Railway Station (C.N)	M. A. McIver	¼	12	12 "	219 10
do do (C.P)	R. Squires	⅜	12	12 "	280 80
Carman and St. Daniel	J. M. Aymont	11	1	12 "	100 00
Carnegie and Railway Station	W. A. Pierson	⅛	6	12 "	131 75
Carroll and Railway Station	J. W. Graham	¼	12	12 "	250 00
Cartwright and Railway Station	M. Watts	⅛	12	12 "	187 80
Charleswood and Winnipeg	P. H. Kelly	8	3	4 " (from Dec. 1,'10)	56 66
Chater and Railway Station	T. S. Smyth	⅛	12	12 "	223 00
Clandeboye and Dunara	A. McBain	8¾	2	2 " (to May 31, '10)	21 67
Clandeboye and Ercildoune	do	12¼	2	10 " (from June 1, '10)	143 79
Clandeboye and Railway Station	do	300 yds.	6	12 "	100 00
Clan William and Minnedosa	R. A. McQuarrie	.. ....	.....	Special Trips	27 00
Clan William and Railway Station	do	200 yds.	6	12 months	93 90
Clan William and Sandinavia	H. H. Sanderson	13	2	3 " (to June 30 '10)	52 00
do do	J. Proven.	13	2	2 " (to Aug. 31, '10)	54 00
do do	J. Forsman	13	2	7 " (from Sept. 1, '10)	140 00
Clarkleigh and Minnewakan	J. B. Lamoureux	14	2	3 " (from Jan. 1, '11)	60 00
Clarkleigh and Radway	J. Clark, jr.	11½	2	12 "	124 00
Clearwater and Railway Station	H. McKellar	¼	12	12 "	178 00
Clova and Roblin	A. G. MacBain	18	1	12 "	260 00
Coatstone and Deloraine	R. Kellet.	6½	3	6 " (to Sept. 30, '10)	78 00
do do	F. J. Hassard	6½	3	6 " (from Oct. 1, '10)	78 00
Cold Springs and Mary Hill.	J. Sigurdson	8	2	9 " (to Dec. 31, '10)	105 00
Cold Springs and Lundar	D. Foulds	6	2	3 " (from Jan. 1, '11)	30 00
Cooks Creek and Oak Bank	A. Harvey	5	3	12 "	187 50
Copley and Lyleton	C. J. Reid	5½	1	11 " (to Feb. 28, '11)	71 50
do do	H. Speare	6½	1	1 " (from Mar. 1, '11)	6 50
Cordova and Moorepark	H. Jamieson	8¾	2	12 "	150 46
Coulter and Coultervale	F. Coulter	5½	2	12 "	130 00
Coulter and Railway Station	A. F. Gould	500 ft.	12	12 "	125 20
Coulter and Sourisford	H. J. R. Large.	6	2	3 " 22 days (to July 22, '10)	30 98
do do	D. Elliot.	6	2	21 days to Aug. 12, '10	5 70
do do	W. Burnett	6	2	7 months and 19 days (from Aug. 12, '10)	63 32
Cowdery and Deer Horn	G. Lundal	10	1	9 " (to Dec. 31, '10)	78 00
....	S. Houston	10	2	3 " (from Jan. 1, '11)	50 00
Crandell and Penrith	P. Murray	9	1	12 "	104 00
Crandell and Railway Station	T. Hamilton	¼	12	12 "	156 50
Cromer Station and Ry. Station	W. T. Williams	250 yds.	6	3 " (from Jan. 1, '11)	19 25
Crozier and Fort Frances	F. E. Stewart	6	1	7 " (to Oct. 30, '10)	52 50
do do	R. F. McDonald	6	1	5 " (from Nov. 1, '10)	39 30
Crystal City and Railway Station	W. H. Greenway	¼	12	12 "	262 92
Culross and Railway Station	W. E. Lonsbrough	⅛	12	12 "	62 60
Cypress River and Ry. Station	G. Cole	⅛	12	12 "	156 50
Dacotah and Railway Station	E. B. Qually	¼	6	12 "	100 00
Daly and Virden	W. McKenzie	10	1	12 "	80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $	cts.
Danvers and Erickson	T. P. Kjelson	5	2	7 mos. (from Sept. 1, '10)	46	66
Danvers and Scandinavia	do	7½	2	5 " (to Aug. 31, '10)	33	33
Darlingford and Railway Station	J. F. Crosby	1/16	12	12 "	125	20
Darlingford and Shadeland	R. McElroy	8¾	2	12 "	166	50
Dauphin and Keld	C. McFarlane	16	1	3 " (from Jan. 1, '11)	52	00
Dauphin and Melton	H. L. Short	12	1	12 "	100	00
Dauphin and Railway Station	T. Jordan	⅛	30 & 36	12 "	354	64
Dauphin and Spruce Creek	J. McLaughlin	9	1	9 " (to Dec. 31, '10)	100	00
De Clare and McAuley	R. H. Jones	6	2	12 "	175	00
Deepdale and Railway Station	J. C. Ward	150 yds.	7	12 "	45	62
Deer Horn and Lundar	T. Johnsson	7	1	9 " (to Dec. 31, '10)	45	00
Deer Horn and Oak Point	V. J. Guttormsson	20	2	3 " (from Jan. 1, '11)	98	75
Deer Horn and Vannes	J. Chartrand	5	2	3 " (from Jan. 1, '11)	19	50
Deerwood and Railway Station	A. McDowell	¼	3	12 "	39	00
Delean and Railway Station	J. B. Abraham	⅛	12	12 "	75	00
Deloraine and Railway Sration	H. G. Boles	1/16	24	12 "	313	00
Dermid and Devlin	D. McLay	11¼	2	12 "	234	00
Devlin 3nd Railway Station	D. McRitchie	400 yds.	12	12 "	274	12
Dickens and Winnipeg	M. Pasikov	4	6	12 "	136	72
Dinorwic and Railway Station	J. D. MacKenzie	280 yds.	12	12 "	200	00
Dnieper and Railway Station	P. Iwaszczyszyn	100 yds.	4	4 " (from Dec. 1, '10)	26	25
Dog Creek and Siglines	F. J. Eyford	100 yds.	4	12 "	65	00
Dominion City and Ry. Station	M. J. Taylor	⅛	12	12 "	295	00
Dominion City and Woodmore	J. Scott	15½	3	12 "	436	80
Douglas Stn. and Creeford (Round Route	R. Arran	38¼	2	12 "	250	42
Douglas Station and Ry. Station	do	⅛	12	3 " (to June 30, '10)	28	50
do do	A. Thomson	⅛	12	9 " (from July 1, '10)	75	00
Dropmore and Railway Station	J. L. Smith	150 yds.	4 & 6	4 " (from Dec. 1, '10)	22	72
Dropmore and Shellmouth	J. L. Smith	7	1	4 " 16 days (to Nov. 30, '10)	35	00
Dryden and Railway Station	I. Smith	⅛	14	12 "	367	50
Dry River and Mariapolis	W. Craik	4	2	6 " (to Sept. 30, '10)	50	00
do do	S. Robinson	4	2	6 " (from Oct. 1, '10)	55	00
Duck Mountain and Togo	H. Boyce	12	1	12 "	125	00
Dufresne and Railway Station	S. Mireault	1½	3	12 "	156	00
Dufrost and Railway Station	C. Jensen	65 yds.	6	12 "	52	06
Dufrost and St. Malo	J. Gladu	6⅓	6	12 "	391	25
Dunara and Woodfield	F. Philpott	6½	1	12 "	75	00
Dunrea and Langvale	W. Coulthard	5½	2	12 "	156	00
Dunrea and Railway Station	A. Dunlop	165 yds.	12	12 "	156	50
Dunston and Morden	R. Findlay	10¼	2	12 "	250	00
Dunban and Railway Station	D. Hancox	250 yds.	4	12 "	61	50
Dyment and Railway Station	J. Olberg	1/22	6	12 "	51	43
Eagle River and Railway Station	D. Gardiner	¾	12	12 "	171	43
East Bay and Makinak	W. Coutts	20	2	12 "	394	00
East Bay and Million	do	11¼	2	12 "	261	24
East Bay and Toutes Aides	M. Bretecher	24	1	1 " and 3 days (to May 3, '10)	18	13
do do	J. Bretecher	24&27	1	10 " and 8 days (from May 24, 10)	235	26
do do	W. Coutts	24	1	1 trip	5	00
East Selkirk and Melrose	A. McDonald	6	1	12 months	57	79
Ebor and Heron (Round Route)	R. S. Dodds	21	1	12 "	120	00
Ebor and Railway Station	C. J. Craig	⅛	6	12 "	78	25
Eden and Railway Station	M. N. Scott	150 yds.	6	12 "	104	00
Edrans and Railway Station	M. Watson	140 yds.	6	12 "	125	20
Edrans and Rutherford	D. Doubleday	6	1	12 "	75	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Edwards Point and Queens Valley.	W.H.Hemmings	5¼	2	12 months..	104 00
Edwin and Railway Station..	W. Condy.....	300 yds.	6	12 "	47 93
Elgin and Railway Station	O. Johnston	⅛	12	12 "	150 24
Elie and Railway Station	L. Lasnier ...	⅓	12	12 "	125 00
Eli and St. Eustache..	A. Pageot	6	3	5 " (to Aug. 31, '10).	101 25
do do	F. Letourneau..	6	3	12 "	141 75
Elkhorn and Kola................	J. Evans	16	1	6 " (to Sept. 30, '10).	78 00
Elkhorn and Railway Station......	W. Davey	705 yds.	46 & 52	12 " less fines........	934 76
Elm Creek and New Sydenham....	J. Layland.. ..	12	1	7 " (to Oct. 31, '10)..	88 00
do do ...	D. Orr..........	12	1	5 " (from Nov. 1, '10)	77 00
Elm Creek and Railway Station....	T. Kennedy	⅛	12	12 "	250 40
Elm Grove and Railway Station...	J. Bailey, sr....	1	3	12 "	62 80
Elm Valley and Railway Station ..	W. T. Williams.	250 yds.	6	9 " (to Dec. 31, '10).	35 45
Elphinstone and Railway Station..	L. Lander	300 yds.	6	12 "	109 55
Elphinstone and Strathclair	do	....	......	Special trips	9 00
Elva and Railway Station.........	J. D. McRae....	1/16	12	12 months............	156 50
Emmerson and Halbstadt..........	C. C. Fehr......	8	1	12 "	75 00
Emerson and Ry. Station (C.N.)...	J. H. Vanwhort.	¾	20	12 "	312 90
do do ...	do ..	1⅓	6	12 "	78 25
do do (C.P.)	do ..	¾	14	12 "	146 07
Emo and Matherford...............	E. W. Hoover ..	8⅓	1	9 " (to Dec. 31, '10).	60 00
Emo and Railway Station.........	J. Reid.........	¼	12	12 "	350 00
Erickson and Railway Station.....	E. A. Erickson .	300 ft.	6	12 "	62 60
Ethelbert and Railway Station	R. Skaife.	1/25	12	12 "	156 50
Ewart and Railway Station...... .	J. A. Smith	150 yds.	6	12 "	78 25
Fairfax and Railway Station	J. L. Hettle....	¼	12	12 "	156 50
Fannystelle and Railway Station ..	L. E. Guilbault.	⅛	12	12 "	125 20
Findlay and Railway Station......	J. W. MacKay .	1/16	12	12 "	117 47
Firdale and Railway Station.......	H. Isles	300 yds.	6	7 m. & 19 d.(to Nv. 19 '10)	50 00
do do	T. Marvin......	½	6	4 " 11 dys. (from ")	28 25
Fisher River and Icelandic River..	R. Ames........	50	ft'ly	12 "	208 00
Flee Island and High Bluff........	H.W.Cox-Smith	9	1	12 "	100 00
Foley and Winnipeg Beach........	H. A. Brown ...	13s & 7w	1 & 2	12 "	154 00
Fork River and Oakbrae	F. B. Lacey	6½	1	12 "	78 00
Fork River and Railway Station...	N. Little	⅛	4	12 "	84 40
Forrest River Station and Ry. Stn.	C. Watkins.....	1/25	12	12 "	93 90
Fort Alexander and Lac du Bonnet.	J. Margarson...	30	1	12 "	365 00
Fortier and Ingleside	A.H. McDonnell	7½	1	12 "	81 00
Fortier and Mill Creek...........	T. Irvine	5	1	12 "	73 00
Fortier and Railway Station.......	A. B. Manning .	235 yds.	6	12 " and extra trips..	136 50
Fort Frances and Isherwood.......	A. McPhee.....	9	1	12 "	90 00
Fort Frances and Ry. Stn. (C.N.)..	W. J. Clark	½	36	12 "	1,126 80
Fort William and Ry. Stn. (C.N.)..	G. L. Allen.....	400 yds.	12	12 "	313 00
do do (C.P.)..	do	½	28	12 "	945 45
Fort William and Westport Railway Station (G.T.P.)......	E. Schoales.....	3½	4	12 "	261 25
Fort William and Port Arthur—conveyance of Letter Carriers....	Fort William and Port Arthur Electric Railway Co.... ..	....	......	3 " (to June 30, and arrears	75 00
Fort William and Street Letter Boxes	W. Trisch . ..	17⅔ mls.	19	12 " less fine	1,198 75
Fox Warren and Railway Station..	A. Laycock.....	⅛	12	12 "	187 95
Fox Warren and St. Lazare	L. Chartier.....	12	2	12 "	252 76
Franklin and Glendale	F. A. Sirette....	10	2	12 "	225 00
Franklin and Murchison...........	A. Brown	35¼	1	12 "	167 48
Franklin and Railway Station	A. M. Anderson	⅛	12	12 "	100 02

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gardenton and Railway Station (Stuartburn)	B. A. Johnson	100 yds.	6	12 months	78 25
Garland and Railway Station	W. G. Curtis	350 yds.	12	12 "	200 00
Garson Quarry and Tyndall	W. Sotterman	2	12	12 "	313 00
Geysir and Vidir	S. Finsson	20	2	9 " (to Dec. 31, '10)	225 00
Gilbert Plains and Glenlyon	R. Shaw	7	1	12 "	65 00
Gilbert Plains and Railway Station	S. Fraser	280 yds.	14	12 " less fine	336 90
Gilbert Plains and Umatilla	R. Shaw	14½	1	12 "	185 50
Gilbert Plains and Venlaw	F. Dowkes	17½	1	12 "	198 82
Gilbert Plains and Wilford	H. J. Atkins	12	1	12 "	117 00
Gilolo and Selkirk	G. S. Dickenson	6½	2	12 "	190 00
Gimli and Icelandic River	G. E. Solmundson	40	2	12 "	728 50
Gimli and Krenzburg	Y. Filyk	10½	1	12 "	130 00
Gimli and Railway Station	G. E. Solmundson	½	12	9 " (to Dec. 31, '10)	150 00
do do	The Gimli Livery and Dray Co	½	12	3 " (from Jan. 1, '11)	38 50
Gladstone and Railway Stn.,(C.N.)	J. Jacob	¼	20 & 14	12 "	196 55
do do (C.P.)	do	¼	14 & 12	12 "	180 58
Glenboro and Railway Station	J. A. Smith	⅛	12	12 "	250 40
Clenboro and Skalholt	J. J. Anderson	11	1	12 "	99 00
Glencairn and Railway Station	A. Allen	⅜	4	12 "	83 20
Glencliff and Kelwood	B. Phillips	5½	2	12 "	100 00
Glenella and Railway Station	J. Fuglesang	⅛	12	12 " less fines	151 50
Glenella and Waldersee	G. Joseph	8	1 & 2	12 "	112 50
Glen Elmo, Ranchvale	D. Cameron	5	2	3 " (from Jan. 1, '11)	32 50
Glenforsa and Railway Station	J. M. McGeekie	1¼	3	12 "	117 00
Glenora and Holmfield, &c	McLarty and Steel	....	......	Special trips	164 00
Glenora and Marringhurst	V. L. Cooper	6	2	12 months	175 00
Glenora and Neelin	D. McLennan	....	......	Special trips	66 00
Glenora and Railway Station	G. Fraser	½	4	6 months (to Sept. 30, '10)	31 30
do do	C. Lumbers	½	4	6 " (from ")	36 40
Golden Stream and Railway Stn	M. A. McLean	2	3	12 "	117 75
Gold Rock and Wabigoon	H. Wright	25	2	Winter season	160 00
Gonor and Lockport	W. Swain	1¼	2	12 months	50 00
Goodlands and Montefiore	W. G. Cooper	4½	2	5 " (to Aug. 31, '10)	52 08
Goodlands and Railway Station	do	1/25	12	9 " (to Dec. 31, '10)	112 50
do do	T. S. Perrin	1/25	12	3 " (from ")	37 50
Graham and Railway Station	W. S. Davis	200 ft.	4	1 " and 9 days (from Feb. 20, '11)	5 75
Grand Clairiere and Railway Stn	F. Vassart	½	6	12 "	78 25
Grande Pointe and Ile des Chenes	J. Rowan	8	2	12 "	126 61
Grande Pointe and Railway Station	do	340 yds.	12	12 "	170 00
Grand Rapids and Mafeking	H. McKay	100	ft'n'ly	Winter season 1910, and arrears	180 00
Grand View and Mountain Gap	T. F. Stubbs	18½	1	12 months	140 00
Grand View and Railway Station	A. Hume	125 yds.	14	6 " (to Sept. 30, '10 less fine	70 80
do do	J. C. Diamond	125 yds.	14	6 " (from Sep. 30, '10)	152 88
Grass River and Plumas	J. Potts	12	1	12 "	90 00
Graysville and Sintrathen	J. Menzies	4	2	12 "	110 00
Graysville and Railway Station	J. D. Dewar	75 yds.	6	12 "	90 00
Greenland and Hochfeld	G. K. Hiebert	4½	2	7 " (to Oct. 31, '10)	52 50
do do	P. Penner	4½	2	5 " (from ")	37 50
Greenland and Ste. Anne des Chenes	do	5½	2	6 " (to Sept. 30, '10)	54 75
do do	do	6¾	2	6 " (from ")	70 00
Greenway and Railway Station	A. W. Craik	120 yds.	16	12 "	208 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gretna and Railway Station	H. Purpur	½	12	12 months	156 50
Gretna and Reinland	J. Ouiring	17	2	12 "	300 00
Griswold and Railway Station	A. E. Hill	¼	12	12 "	161 52
Griswold and Roden	J. Laing	28½	2	12 "	693 00
Grosse Isle and Railway Station	W. Charles	365 yds.	6	2 " (from Feb. 1, '11)	10 20
Grunthal and Sarto	M. Kohut	6	1	12 "	78 00
Grunthal and Steinbach	G. A. St. John	20½	2	12 "	300 00
Gunton and Railway Station	D. Gunn	350 yds.	12	12 "	80 00
Gypsumville and Scotch Bay	W. Monkman	103	ft'h'ly	12 "	675 00
Hamiota and Lavinia	A. W. Lief	10	1	12 "	153 00
Hamiota and Railway Station	J. A. Neelands	⅛	12	12 "	313 00
Hamiota and Viola Dale	J. T. Pollock	7	3	12 "	250 00
Hanlan and Oswald	J. W. Balfour	10	3	12 "	302 25
Harding and Railway Station	J. Spence	60 yds.	6 & 12	12 "	131 20
Hargrave and Railway Station	H. Cutfield	⅛	12	12 "	148 70
Harperville and Woodlands	A. M. Millar	20	1	12 "	139 57
Harrowby and Railway Station	S. Blane	165 yds.	6	12 "	90 06
Hartney and Railway Station, (C.N)	J. M. Fee	⅜	12	12 "	250 40
do do (C.P)	do	1/17	12	12 "	187 80
Hayfield and Hayfield Station	J. B. Wilson	4	2	12 "	156 00
Haywood and Railway Station	R. Raulin	200 yds.	12	12 "	187 80
Hazelridge and Catching Post	J. J. Scott	285 yds.	6	12 "	62 60
Headingley and Railway Station	J. L. Frances	1/15	12	12 "	234 75
Heaslip Station and Railway Stn.	H. O. Shields	300 yds.	6	12 "	78 25
Hecla and Icelandic River	B. O. Bjornsson	24	1	12 "	210 00
Hecla and Manigotogon	do	20	ftly.	12 "	117 00
High Bluff and Railway Station	H. W Cox Smith	½	12	12 "	100 00
Hilton and Railway Station	J. Brydon	⅛	12	1 " 2 days (to May 2, '10)	8 81
do do	S. S. Dayton	⅛	12	10 " and 29 days (from May 2, '10)	91 35
Hnausa and Vidir	J. Sigurdsson	28	2	3 " (from Jan. 1, '11)	143 75
Holland and Railway Station	G. Smart	⅛	12	12 "	238 54
Holmfield and Railway Stn., (C.N.)	D. A. McLarty	½	4	12 "	125 20
do do (C.P.)	F. J. Messner	⅓	12	12 "	281 70
Homewood and Railway Station	W. Brown	126 yds.	12	3 " (to June 30, '10).	23 25
do do	E. Wikstrom	126 yds.	12	9 " (from ")	69 75
Hove and Ideal	B. Sigurdson	3	2	12 "	35 00
Husavick and Winnipeg Beach.	T. B. Arason	5	2	12 "	142 00
Hyde Bark and Roseisle	E. Griffith	6	1	12 "	79 50
Hyder and Ninga	F. Wyton	8	2	12 "	200 00
Hymers and O'Connor	R. A. Winslow	5	2	12 "	120 00
Hymers and Railway Station	G. E. Hymers	50 yds.	6	12 "	78 00
Hymers and South Gillies.	M. Couch	5	2	12 "	120 00
Icelandic River and Norway House	Hudson Bay Co.	300	ftly.	Special trips	700 00
Ideal and St. Laurent	J. Larence.	13	2	12 months	176 75
Ignace and Railway Station	J. Davies	⅕	14	12 "	201 43
Indian Ford and Rathwell	A. F. Sturton	7½	2	12 "	175 00
Indian Springs and Railway Stn.	M. Campbell	1	6	12 "	78 25
Ingolf and Catching Post.	J. E. Guay.	⅛	12	12 "	156 50
Inwood and Spion Kop	H. R. Gebler	5½	1	12 "	52 00
KaKabeka Falls and Ry. Stn. (C.N)	J. Mountstephen	330 ft.	12	12 "	187 80
Kaleida and Manitou	N. Morrison	12	2 & 3	12 "	324 71
Kaministikwia and Catching Post	G. J. Ellett	¼	12	12 "	156 50
Kashaboiwe and Railway Station	E. W. Hogan	200 yds.	12	12 "	156 50
Katrine and Railway Station	D. Jones	200 yds.	12	4 " 7 days (to Aug. 7, '10) less fine	20 11
do do	G. Hodgins	200 yds.	12	7 " and 24 days (from Aug. 7, '10)	101 84

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kawende and Railway Station.....	D. A. Moore....	202 yds.	12	9 mos. (to Dec. 31, '10)..	118 00
do do	E. Martin... ..	202 yds.	12	3 " (from ")...	38 50
Keewatin and Railway Station....	J. A. Fletcher..	¼	28	7 " and 26 days (to Nov. 26 '10)..	392 02
do do	H. W. Echlin...	¼	28	4 " and 4 days (from Nov. 26, '10)..	206 58
Kelbeau and Winnipeg............	P. H. Kelly	....	. . .	2 " and 15 days (to Nov. 30, '10)..	34 33
Kelloe and Railway Station.......	J. T. Cairns ...	¼	12	12 "	156 00
Kelloe and Rossburn..............	W. H. Miller...	....	. ....	Special trips	9 25
Kelwood and Norgate.............	J. McKenzie....	8	1	12 months...............	52 00
Kelwood and Railway Station......	J. Wood.. . . .	100 yds.	6 & 12	12 "	62 40
Kemnay and Railway Station.....	E. B. Scott.....	1/16	12	12 "	250 40
Kenora and Railway Station..... ..	L. Hilliard	¼	28 & 35	4 " (to July 31, '10) less fine	191 06
do do	B. G. Frazer—Crierie. ...	¼	35	8 " (from July 31,'10)	388 50
Kenton and Logoch................	D. Brown	11	1	5 " (to Aug. 31, '10).	48 75
Kenton and Railway Station	A. W. Kent.....	194 yds.	6 & 12	12 "	131 63
Kenville and Railway Station. ...	D. Starkey.. ...	500 yds.	4	12 "	123 50
Kenville and Thunder Hill.... ...	R. Lyons... ..	13½	2	12 "	348 50
Keyes and Berton.................	W. W. McIntyre	23½ & 28½	1 & 2	5 " (to Aug. 31, '10).	220 55
Keyes and McKiwin..............	R. J. Hogeboom	6	3	7 " (from ")..	145 83
Keyes and Railway Station........	J. A. Christelaw	⅛	12	12 "	156 50
Killarney and Glendinning........	R. M. Mason. ..	33	2	12 "	408 99
Killarney and Railway Station.....	C. Bate.........	⅛	12	12 "	220 47
Kirgsley and Somerset...........	D. E. Acheson..	7¼	2	12 "	192 25
Kinosota and Westbourne........	R. J. Asham...	76	1	12 "	800 00
Kirkella and Railway Station......	J. Neilly........	252 yds.	12	9 " (to Dec. 31, '10)..	180 00
do do	W. Henderson .	252 yds.	12	3 " (from ")...	55 00
Klondyke and Sapton.............	A. J. Peterson..	5	1	12 "	78 00
Knox and Railway Station........	L. Street.......	200 yds.	6	12 "	46 95
Komarno and Teulon............	D. Wood.	8½ & 15	1	12 "	156 00
La Broquerie and Railway Stn . .	L. Hebert	¼	6	12 "	100 16
Lac du Bonnet and Railway Stn...	J. D. McArthur	1/12	12	12 "	62 60
Lake Francis and Lake Francis Stn	A. Tarn..	5	2	12 "	210 00
Lake Francis Station and Ry. Stn..	H. Malsed......	1200yds.	6	12 "	31 30
Larivière and Railway Station. .	R. Henderson...	¼	18	12 "	272 31
La Salle and Railway Station	J. A. Cormier ..	⅛	12	12 "	65 00
Lauder and Railway Station.	G. E. Moore...	1/16	12	12 "	219 10
Laurier and Railway Station......	P. Trottier.	⅛	12	12 "	206 58
La Vallee and Railway Station....	W. J. McTavish	160 yds.	12	12 "	180 00
Lavenham and Railway Station. ..	E. W. Sager....	150 yds.	6 & 12	9 " (to Dec. 31, '10)..	49 80
do do ...	D. Henry.. ...	150 yds.	12	3 " (from ")...	30 80
Lena and Railway Station.........	A. B. Langenfeld	30 yds.	4	6 " (to Sept. 30, '10).	26 25
do do	do	165 yds.	4	6 " (from ")...	36 40
Lenore and Railway Station.......	R. E. Wilkinson	165 yds.	6	12 "	131 75
Letellier and Railway Station.	E. Comeault....	⅛	12	12 "	160 00
Letellier, St. Joseph and St. Pie...	J. A. Poliquin..	4½ & 3½	2	12 "	225 00
Lidstone and Minitonas.	J. Davidson ...	9	1	12 "	98 00
Lillesve and Otto.	T. Pirson......	6½	2	5 " (from Nov. 1,'10)	29 16
Lilyfield and Winnipeg...........	T. Riggall	14½	3	12 "	553 00
Lily Bay and Pine View..........	B. Preston......	11	1	2 " (to May 31, '10).	15 16
Loch Monar and Stonewall........	P. Harper......	36	1	12 "	247 00
Logoch and Oakner........... ...	R. E. Brown....	4	1	7 " (from Sept.1, '10)	46 66
Lone Tree and Rossburn.........	R. Carson.....	7½	2	3 " (to June 30, '10)	31 46
do do	J. Peden.......	4½	2	3 " and 7 days (to Oct 7, '10)....	53 15
Longburn and Macdonald.	J. Glennie:....	5¾	2	12 "	78 00
Loretto and Railway Station......	V. Trudeau.....	3¾	3	12 "	170 00
Lothair and Wheatland..........	J. A. Dyer.....	5¼	2	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lowe Farm and Railway Station..	J. Hiebert.. ..	....	....	3 mos. (to June 30, '10)	25 00
do do ..	J. B. Hooge ...	⅛	12	9 " (from ")	75 00
Lower Fort Garry and Oak Hammock...	C. Johnstone...	9	1	12 "	52 00
Lower Fort Garry and Ridgeley. ..	D. C. R. Grieve.	12	2	12 "	150 95
Lower Fort Garry and Vincelet....	H. W. Vincelette	5¼	1	12 "	52 00
Lundar and Vannes.	T. Johnsson....	12	1	9 " (to Dec. 31, '10)	75 00
Lydiatt and Catching Post.... .	W. Huber .. .	175 yds.	6	12 "	78 25
Lyleton and Railway Station.....	R. Murray.. .	⅛	12	12 "	156 00
McAuley and Railway Station.....	R. A. Miller...	100 yds.	12	12 "	170 00
McCreary and Railway Station....	A. J. Ledoux. ..	⅛	18	12 "	469 50
McInnis Creek and Rainy River...	S. Aufinson ...	13	1	12 "	204 05
McKenzie and Snow Flake.:.....	C. Strachan.....	6¾	2	12 "	156 00
McTavish and Railway Station....	R. C. Marsh ...	200 yds.	12	12 "	53 21
McTavish and Rosenort.	I. Harms. ...	4¾	3	12 "	205 00
Macdonald and Railway Station...	R. E. Barber.	90 yds.	12	12 "	84 00
Macgregor and Railway Station...	G. Hay.	¼	30	12 "	390 00
Macgregor and Rosehill......... ...	E. C. Hamblin..	10	1	12 "	100 00
Mafeking and Railway Station....	A. Mutchenbacker..........	200 ft.	6 &12	12 "	208 50
Makaroff and Railway Station.....	M. Evans	200 yds.	6	12 " less fine....	153 00
Makinak and Railway Station.....	J. E. D'Aoust..	⅛	12	12 "	219 10
Makinak and Ste. Amelie.........	W. Coutts....	21½	3	12 "	515 00
Manda and Reston	A. Bonniman...	10	1	1 " (to April 30, '10)	6 67
do do	C. G. Bouniman	10	1	11 " (from ")	73 33
Maniton and Railway Station.....	J. G. Harman..	¼	12	12 "	156 50
Manson and Railway Station.....	P. F. Robin ...	300 yds.	12	1 " (to April 30, '10)	15 00
do do	A. M. Feader ..	300 yds.	12	11 " (from ")	165 00
Maravilla and Nesbitt	I. B. Donaldson.	9	1	10 " (to Jan. 31, '10)	83 33
Marchand and Railway Station....	E. F. Carter....	1/16	6	3 " (to June 30, '10)	5 00
do do ..	C. M. Strong....	1/16	6	9 " (from ")	15 00
Margaret and Railway Station....	J. Magwood....	⅕	2& 12	12 "	104 35
Mariapolis and Railway Station..	C. Landry	⅛	12	12 "	244 14
Mariapolis and St. Alphonse. . ..	E. Trottier.....	5	2	12 "	104 00
Markland and St. Adelard	B. S. Lindal....	14	1	12 "	80 00
Marney and Strathclair Station....	W. D. Coghlin..	7	2	12 "	135 20
Marquette and Railway Station....	H. O. Smith...	⅛	12	12 "	98 03
Marshland and Woodside.	A. Hanneson & A. Thorsteinson, Stys.....	10	1	12 "	104 00
Mather and Railway Station......	J. Graves......	1/16	12	12 "	146 86
Mayfield Station and Railway Stn..	L. McLachlan..	80 yds.	6	7 " (from Sept. 1, '10)	27 30
Mayne and Wheatland...	H. White.......	5	1	3 " 1 d.(to July 1,'10)	16 44
do do	J. H. Foreman .	5	1	8 " and 23 days(from July 9, '10)....	47 33
Meadow Lea and Warren (Siding)..	R. O. Macdonald	8½	3	12 "	262 50
Meadows and Railway Station.....	W. Clark.......	300 yds.	6 &12	12 "	52 09
Meadowvale and Plympton........	F. Thompson...	4	2	12 "	105 00
Medora Station and Railway Stn..	J. Dandy	⅛	12	12 "	120 00
Melbourne and Railway Station...	A. H. Graham.	½	2	12 "	52 00
Melita and Railway Station.......	R. Cruickshank.	⅛	12	12 "	150 00
Melita and Ruth......	P. L. Vankleek.	10	1	12 "	91 00
Menisino and Railway Station.....	O. T. Hougen...	500 ft.	6	11 " (from May 1, '10)	71 75
Menteith and Railway Station....	J. Abrey ...	1	6	12 "	125 20
Menzie and Railway Station	J. R. Muir.....	300 yds.	6	11 " (from May 1, '10)	71 75
Merridale and Roblin	A. G. MacBean.	14	1	12 "	149 00
Methven and Railway Station.	W. H. Shields..	⅛	12	12 "	148 70
Methven and Wawanesa	W. S. Foster...	.. ..	.....	Special trips...........	5 00
Miami and Opawaka.............	I. Angers.......	7	1	16 days (to April 16, '10).	3 73
Miami and Railway Station.......	R. Paterson. ...	233 yds.	12	12 months..............	156 00
Millar and Catching Post....	M. Hennessey..	⅛	7	12 "	77 35

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Millwood and Railway Station	E. Walker	¼	12	12 months	200 32
Mine Centre Station and Railway Station	L. Hamel	100 ft.	12	12 "	200 00
Miniota and Railway Station	D. Rowan	200 yds.	12	12 "	250 40
Miniota and Two Creeks	S. D. Thomas	8	2	3 " (to June 30, '10)	52 00
do do	C. Corley	8	2	9 " (from ")	156 00
Minitonas and Railway Station	W. S. Osborne	⅛	12	12 "	357 16
Minnedosa and Railway Station	H. J. Armitage	1/10 1	8 &24	12 "	297 93
Minnewakan and Oak Point	D. Chartrand	17	2	9 " (to Dec. 31, '10).	234 00
Minnewakan and Rabbit Point	C. E. Brault	4	2	12 "	90 00
Minnewakan and Scotch Bay	T. Malcolm	16½	2	12 "	312 00
Minnewakan and Trantar	W. D. Tranter	32	1	10 " (from June 1, '10 and 1 extra trip)	321 42
Minnitaki and Railway Station	C. S. Hewson	¼	3	12 "	60 00
Minto and Railway Station (C.M.)	A. Scott	80 yds.	12	12 "	125 20
Moline and Rapid City	D. Dick	8	2 & 3	12 "	208 00
Molson and Railway Station	B. F. Hinchliffe	1/15	30	12 "	171 41
Monominto and Rosewood	F. Back	7	2	10 " (to June 31, '11)	130 00
do do	G. P. Jack	7	2	2 " (from ").	22 50
Mont de Beauvoir and Togo	D. Kabel	12	1	1 " (to June 30, '10).	7 08
Moorepark and Railway Station	H. Leslie	110 yds	6	12 "	78 25
Moose Lake and the Pas	T.H.P. Lamb	82	mthly	12 "	200 00
Morden and Railway Station	J. Wright	⅛	12	12 "	156 50
Morris and Railway Station	M. Lawrie	¼ & ½ 3	0 &18	12 "	748 80
Morris and St. Elizabeth	H. Fontaine	8	3	12	192 50
Mowbray and Railway Station	J. C. Wilson	160 yds.	6	12 "	112 50
Mowbray and Windy Gates	J. C. Wilson	9	2	12 "	180 00
Murillo and Railway Station	J. W. McArthur	⅓	12	12 "	278 00
Murray Park and Railway Station	J. Bunting	¾	6	12 "	50 00
Myrtle and Railway Station	T. W. Kirk	225 yds.	12	12 "	165 00
Napinka and Railway Station	A. E. Slater	½	24	12 "	344 40
Neelin and Railway Station	J. Graham	100 yds.	4	12 "	52 16
Neepawa and Railway Stn. (C. N.)	J. Howatt	¾ 1	2&18	12 "	328 50
do do (C.P.T.)	T. R. Rutledge	¾	12	12 "	238 70
Nesbitt and Railway Station	G. B. Barger	⅕	12	12 "	156 50
Nettly Lake and Railway Station	J. McDonald	2	2	12 "	105 04
Neveton and St. Adelard	G. Sigurdsson	12	1	12 "	75 00
Newdale and Railway Station	A. R. Fanning	⅛	12	12 "	156 50
Newdale, Sandy Lake, &c	A. Bridgeman			Special trip	9 50
Ninette and Railway Station	J. Overend	200 yds.	12	12 months	143 98
Ninga and Railway Station	F. H. Robinson	¼	12	12 "	160 49
Niverville and Railway Station	A. P. Penner	⅛	12	12 "	200 00
Nolaln and Railway Station	M. Rabbits	20 yds.	6	12 "	37 50
Norman and Railway Station	J. A. Paterson	25 yds.	12	12 "	289 50
North East Bay and W.O. Junction	New Ontario Transportation Co., Limited	57	2	4 " (to Sept. 30, '10).	200 00
Norwood Grove and Winnipeg	P. Brault	1½	18	12 "	595 00
Oak Bank and Pine Ridge	A. Schmidt	6	1	12 "	50 00
Oak Bank and Railway Station	A. Harvey	⅜	6	12 "	150 24
Oak Bluff and Railway Station	G. P. Wastle	2¾	2	12 "	57 20
Oakburn and Olha	D. Luhowy	10	2	12 "	125 00
Oakburn and Railway Station	T. H. Holliday	320 yds.	6	3 " (to June 30, '10).	19 56
do do	D. A. Menzies	320 yds.	6	9 " (from ").	93 75
Oakdurn and Shoal Lake	do			Special trips	16 00
Oak Lake and Railway Station	A. H. Campbell	⅛	26	3 months (to June 30, '10)	81 48
do do	J. G. Hollis	⅛	26	9 " (from ").	225 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Oakland and Portage-'a-Prairie....	R. Roe.........	12	3	12 months..............	402 00
Oakner and Railway Station......	R. E. Brown...	250 ft.	6	12 ″	78 00
Oak Point and Railway Station....	V. J. Guttorsson	200 yds.	6	12 ″	60 84
Oak River and Railway Station....	J. Little........	97 yds.	12	12 ″	300 00
Oak River and Totonka..	Story and Scott.	10	1	12 ″	125 00
Oberon and Railway Station.......	J. McDonald...	200 ft.	6	12 ″	58 50
Ochre River and Railway Station..	D. Sutherland..	⅛	12	12 ″	375 60
Ogilvie Station and Railway Stn...	J. Jamieson....	3/7	6	12 ″	155 50
Oleskiw and Railway Station......	A. Yaremy.....	3	3	12 ″	180 00
Olha and Seech.............	G. Karasicwicz..	6½	1	1 ″ (from Mar. 1,'11)	5 83
Olive and Treherne....	R. McCuay.....	9½	2	12 ″	212 50
Otterburne and Railway Station...	U. Rougeau....	⅛	12	12 ″	156 50
Otterburne and St. Pierre.........	W. Gladu	6	12	6 ″ (to Sept. 30, '10)	125 00
do do	J. D. Tourond..	6	12	6 ″ (from ″).	200 00
Otto and Seamo.	B. T. Hordal...	8	2	12 ″	125 00
Otto and Stony Hill...	do ...	5¼	1	12 ″	33 50
Oxdrift and Railway Station	J. Latimer.	⅙	12	12 ″	187 80
Pattullo and Stratton Station......	G. W. Bowman.	8¼	1	12 ″	60 00
Penndennis and Railway Station...	C. Fox.........	200 yds.	6 &12	12 ″	131 20
Pettapiece and Railway Station....	F. W. Giles.....	200 ft.	12	12 ″	100 00
Pettapiece and Rivers.............	do	6¾	3	4 ″ and 13 dys. (to Aug. 13, '10)..	72 50
Pierson and Railway Station	C. Halliday.....	⅛	12	12 ″	109 55
Pigeon Lake and Railway Station.	F. Pattenaude..	9½	3	12 ″	218 40
Pilot Mound and Railway Station.	J. B. Baird.....	⅛	12	12 ″	200 00
Pine River Station and Railway Stn.	M. McLean....	100 yds.	6	9 ″ (to Dec. 31, '10)..	78 00
do do	J. I. Hjalmasson	100 yds.	6	3 ″ (from ″).	26 00
Pine Valley and Railway Station..	P. Palmason ...	100 yds.	6	12 ″	78 25
Pinewood and Railway Station ...	H. Proctor......	¼	12	12 ″	273 24
Pipestone and Railway Station....	J. W. Crawford.	⅛	12	12 ″	156 50
Pleasant Home and Teulon..	M. A. Martin...	5	2	12 ″	210 00
Plumas and Railway Station	W. D. Lamb....	⅛	12	12 ″ (less fined)......	150 00
Plum Coulee and Ry. Station (C.P.)	J. A. Mactavish	⅛	12	12 ″	150 00
Pomeroy and Roland..............	F. Sutton	5	1	12 ″	55 00
Pope and Railway Station...... ..	Robertson Ross..	⅕	6	12 ″	78 25
Poplar Point and Railway Station.	W. Lang........	¾	12	12 ″	185 00
Poplar Point and St. Ambroise...	L. W. McLean..	17½	2	12 ″	225 00
Portage la Prairie and Railway Stations, (C. N. & C. P.)........	R. Rennie......	½ & ½	52& 58	12 ″	2,050 94
Portage la Prairie and Street Letter Boxes....	E. Ridler.......	4½	28	3 ″ (to June 30, '10)	91 25
do do ..	P. Brennan.....	4½	20	1 ″ (to July 31, '10)	30 00
do do ..	H. Willsher.....	4½	20	8 ″ (from do) (less fine)......	238 65
Port Arthur and Railway Station, C.N.	J. H. Johnson .	¼	18	12 ″ (less fine).......	468 00
do do (C.P.)	J. Evoy....	¼	35	12 ″ (less fine)........	821 20
Port Arthur and Street Letter Boxes......	J. H. Johnson..	16¼	18	12 ″	770 06
Prairie Grove and Ry. Station.....	R. Dunlop.. ...	4½	2	12 ″	157 50
Purves and Railway Station.......	A. Hyslop......	....	...	12 ″	37 50
Queens Valley and Winnipeg......	W.H.Hemmings	39¾	2	12 ″	815 23
Rainy River and Railway Station .	E. M, Reid.....	¼	12	5 ″ (to Aug. 30, '10)	152 45
do do ..	P. B. Inglis.....	¼	12	7 ″ (from do)	273 00
Rauchvale and Rossburn........	W. Strong......	8¾	2	12 ″	174 95

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rapid City and Railway Station	J. B. M. Dnnoon	¼	18 &24	12 months	297 00
Rapid River and Sleeman	A. J. Hunter	2	1	12 "	69 99
Rateau and Whitemouth	D. Rateau	17½	1	12 "	150 00
Rathwell and Railway Station	T. C. Forbes	¼	12	12 "	150 48
Reaburn and Railway Station	M. E. Main	⅛	12	12 "	156 00
Rennie and Railway Station	C. Shepard	300 yds.	12	12 "	100 00
Reston and Railway Station	W. H. McDougall	½	18	6 " (to Sept. 30, '10)	207 24
do do	A. J. Campbell	½	18	6 " (from do)	84 24
Reykjavik and The Narrows	K. Goodman	16	1	2 " (from Feb. 1, '11)	23 33
Richer and Ste Anne des Chenes	J. Hupé	9	2	12 "	102 85
Ridgeville and Railway Station	R. Whitman	140 yds.	6	12 "	78 25
Ridgeway and Railway Station	J. Dunfield	2	2	12 "	104 00
Riding Mountain and Ry. Station	A. H. Scouten	⅛	6	12 "	78 00
Riding Mountain and Ro-heen	A. Dunlop	4½	1	12 "	52 00
Ritchot and St. Boniface	S. J. St.Germain	3	9	12 "	225 00
Roblin and Railway Station	A. J. MacBean	150 yds.	14	12 "	299 43
Roland and Railway Station	W. H. Lowe	1/16	12	12 "	112 68
Rosa and Stuartburn	P. Tauchak	6⅓	1	8 " (to Nov. 30, '10)	45 65
do do	do	9½	1	4 " (from do)	26 84
Rosebank and Railway Station	A. H. Baker	1/16	12	12 "	93 60
Roseisle and Railway Station	W. C. Galbraith	150 yds.	12	12 "	125 00
Rosenfeld and Railway Station	S. B. Acheson	⅛	24	12 "	250 00
Rosewood and Railway Station	W. C. Morris	4	3	12 "	158 00
Rossburn and Railway Station	W. Strong	½	6	12 "	70 00
Rossburn and Solsgirth	J. Parfett	....	.....	Special Trips	18 00
Rossendale and Railway Station	W. Brass	180 yds.	6 & 12	9 months to Dec. 31, '10	49 16
do do	W. D. Pritchard	180 yds.	12	3 " (from do)	31 20
Rosser and Railway Station	P. Beachell	⅛	12	12 "	70 09
Rounthwaite and Railway Station	W. S. Shipman	⅛	12	9 " (to Dec. 31, '10)	117 36
do do	S. P. Wilson	⅛	12	3 " (from do)	39 14
Routledge and Railway Station	L. Lambourne	⅛	3	12 "	31 30
Royal and Railway Station	O. Panas	6	2	12 "	150 00
Russell and Railway Station, (C.N.)	F. Vinnell	761 yds.	6	12 "	156 50
do do (C.P.)	do	¼	12	12 "	281 70
Russell and Shellmouth	F. Bryant	14½	2	8 " (to Nov. 30, '10)	216 67
St. Adolphe and Railway Station	U. Delorme	2	3	12 "	112 50
St. Agathe and Railway Station	A. Dorge	1	12	12 "	200 00
St. Anne des Chenes and Railway Station	F. Hebert	1	12	12 "	206 58
Ste Anne des Chenes and St. Raymond	J. Dufresne	4⅓	2	12 "	59 00
Ste Anne des Chenes and Saltel	J. Deschamps	8½	1	12 "	78 00
St. Boniface and Railway Station, (C.N.)	E. Gregoire	¾	6	12 "	78 00
St. Charles and Winnipeg	Winnipeg Electric Rapid Transit Company	9¼	6	12 "	925 00
St. Claude and Railway Station	E. L. Fayollet	1/16	12	12 "	135 34
St. Jean Baptiste and Ry. Station	J. E. Comeault	⅛	12	12 "	168 00
St. Laurent and Railway Station	A. G. Hepworth	½	6	12 "	234 75
St. Leon and Somerset	J. Pellerin	7	2	12 "	120 00
St. Louis Station and Ry. Station	J. Watson	333 yds.	12	2 " (to May 31, '10).	7 80
St. Louis Gilbert and Ry. Station	do	333 yds.	12	1 " (to June 30, '10).	3 90
do do	H. McNair	333 yds.	12	9 " (from ").	35 25
St. Norbert and Railway Station	O. Pirson	¼	12	12 "	120 00
St. Ovens and Catching Post	H. A. Gibson	⅛	12	12 "	85 71
St. Vital and Winnipeg	D. Dumas	5½	2 & 4	12 "	161 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sandilands and Railway Station	M. Parisien	160 yds.	6	12 months	30 00
Sandy Lake and Railway Station	A. Bridgeman	300 yds.	6	12 ″	78 25
Sanford and Railway Station	J. H. Parker	186 ft.	12	12 ″	31 30
Sapton and Tyndall	A. J. Peterson	6½	1	12 ″	78 00
Savanne and Railway Station	G. A. McLaurin	¼	12	12 ″	156 50
Scarth and Railway Station	J. Shoemaker	200 yds.	6	12 ″	62 60
Scotch Bay and the Narrows	W. Monkman	35	f'th'ly	12 ″	104 00
Seamo and Vestfold	A. M. Freeman	7	1	12 ″	78 78
Selkirk and East Selkirk Ry. Stn.	G. S. Dickinson	2¾	12	12 ″	626 00
Selkirk and Railway Station	Millidge Bros.	¼	12	12 ″	190 00
Selkirk and Winnipeg	G. S. Dickinson	25¾	6	12 ″	1,679 74
Sewell and Railway Station	J. McLean	⅛	12	6 ″ (to Sept. 30, '10).	30 00
do do	J. H. Renaud	⅛	12	6 ″ (from ″).	30 00
Shanawan and Railway Station	H. B. Yarwood	100 yds.	12	12 ″	62 60
Shellmouth and Railway Station	F. Bryant	170 yds.	4 & 6	4 ″ (from Dec. 1, '10)	49 32
Shenston and Stratton Station	J. Potter	7¾	2	12 ″	101 00
Shevlin and Railway Station	A. Weller	50 yds.	7	12 ″	35 00
Shiperlay and Starbuck	A. L'Esperance	7	1	12 ″	70 00
Shoal Lake and Railway Station	E. C. Castell	⅛	12	12 ″	172 15
Sidney and Railway Station	T. Babb	1/12	12	5 ″ (to Aug. 31, '10).	52 60
do do	F. S. Hamilton	1/12	12	7 ″ (from ″).	81 90
Sifton and Railway Station	C. Jones	1/14	6	12 ″	234 75
Silver Creek and Railway Station	A. Madill	2¾	1	12 ″	53 00
Silver Mountain and Ry. Station	W. W. Willson	200 yds.	6	7 ″ (to Oct. 31, '10).	22 50
do do	M. D. Mitchell	200 yds.	6	5 ″ (from ″).	25 00
Silver Plains and Railway Station	W. Elliott	1/13	6	12 ″	62 60
Sinclair Station and Ry. Station	J. Milton	⅛	12	12 ″	156 50
Sinclair Station and Tilston	O. Lapointe	14¼	3	12 ″	383 65
Slate River Valley and Ry. Station.	A. W. Trewin	4¼	2	12 ″	182 50
Sleeman and Railway Station	E. Hamilton	50 yds.	12	12 ″	547 75
Smith Hill and Railway Station	J. Shepherd	200 yds.	4	12 ″	41 80
Snow Flake and Railway Station	E. Shilson	¼	6	12 ″	78 25
Snow Flake and Velma	G. H. Thompson	7½	3	12 ″	234 00
Solsgirth and Railway Station	J. C. Anderson	⅛	12	12 ″	120 41
Somerset and Railway Station	R. W. McMorran	⅛	24	12 ″	313 00
Souris and Railway Station	J. F. Moore	½	24	12 ″	331 78
South Junction and Ry. Station	L. Brisebois	600 yds.	12	12 ″	125 20
Sperling and Railway Station	W. H. Millichamp	50 yds.	12	12 ″	124 80
Sprague and Railway Station	J. W. Caldwall	800 ft.	12	12 ″	76 80
Springfield and Catching Post	M. J. Egan	80 yds.	7	12 ″	146 00
Spurgrave and Railway Station	C. H. Waterman	50 yds.	6	12 ″	40 00
Stanley and Railway Station	G. Neve	50 yds.	12&6	12 ″	192 38
Starbuck and Railway Station	G. E. Dechéne	⅛	12	12 ″	109 20
Steinbach and Railway Station	J. P. Langill	9¼	6	12 ″	650 00
Stephenfield and Railway Station	F. Marriner and W. H. Moore	50 yds.	6	12 ″	100 00
Stockton Station and Ry. Station	N. Fallis	⅛	12	12 ″	100 16
Stonewall and Railway Station	J. E. Bescoby	½	24	12 ″	249 60
Stonewall and Wavy Bank	J. Miller	9½	2	12 ″	155 00
Stony Mountain and Ry. Station	C. Henderson	1½	18	12 ″	374 40
Strathclair Station and Ry. Station.	D. R. McLean	⅛	12	12 ″	190 00
Stratton Station and Ry. Station	J. J. Oster	500 yds.	12	12 ″	292 46
Stuartburn and Railway Station	J. Roy	6	3	12 ″	156 00
Sturgeon Lake and W. O. Junction.	D. E. Coveney	42	1	2 ″ (from Feb. 1, '11)	190 00
Superior Junction and Railway Station (G.T.P.)	B. P. Kert	450 yds.	4	12 ″	83 60
Swan Lake and Railway Station	G. B. Gordon	⅛	12	12 ″	156 50
Swan River and Railway Station	H. Harley	⅜	16 & 18	12 ″	522 60
Tache Station and Railway Station.	W. J. O'Neill	⅛	12	3 ″ (to June 30, '10).	16 25
do do	J. G. Veitch	⅛	12	9 ″ (from ″).	48 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tenby and Railway Station	T. J. Hare......	100 yds.	12	12 months........	100 00
Terence and Railway Station......	J. R. Fish......	55 yds.	6	6 " (to Sept. 30, '10).	39 00
do do	W. Stark.......	55 yds.	6	6 " (from ").	39 00
Teulon and Railway Station...	M. A. Martin...	$\frac{1}{13}$	12	12 "	125 20
The Landing and Westbourne.....	A. Poschenrieder	$2\frac{3}{4}$	6	12 "	260 00
The Pas and Railway Station (C.N.)	Hudson's Bay Company....	$\frac{1}{2}$	2	12 "	52 00
Thornhill and Railway Station....	J. Peverelle.....	$\frac{1}{8}$	12	12 "	156 50
Togo and Walkerburn.......	D. Kahl........	12	1	9 " (from July 1, '10)	63 75
Transcona and Winnipeg..........	T. F. Shannon..	$6\frac{1}{2}$	6	2 " and 25 dys. (to Nov. 25, '10) ..	74 00
do do	C. G. Sanford..	$6\frac{1}{2}$	6	4 " and 20 dys.(from Nov. 25, '10)...	121 00
Trappers Cabin and W. O. Jct.....	New Ontaria Transportation Co., Ltd .. .	57	2	2 " (to May 31, '10).	100 00
Treesbank and Railway Station....	R. Little......	$\frac{1}{8}$	12	12 "	80 00
Treherne and Railway Station.....	P. Henslewood..	$\frac{1}{5}$	12	12 "	187 80
Tyndall and Railway Station.....	N. Peterson... .	100 yds.	12	12 "	156 50
Underhill and Railway Station....	W.H.B. Hill ...	80 yds.	12	12 "	156 24
Underhill and West Hall	A. Kerr	8	2	9 " (to Dec. 31, 10).	158 04
do do	J. W. Thorpe...	8	2	3 " (from ").	48 94
Union Point and Railway Station..	I. Grattan......	$\frac{3}{4}$	3	12 "	78 50
Valley River and Railway Station.	J. C. Leach.....	$\frac{1}{12}$	6	12 "	78 00
Vassar and Railway Station.......	A. J. Beaudry..	$\frac{1}{8}$	12	12 "	78 26
Vermillion Bay and Railway Sta...	J. S. Killan....	$\frac{1}{13}$	7	3 " (to June 30, '10).	15 00
do do	W. J. O'Neill...	$\frac{1}{16}$	7	9 " (from ").	45 00
Virden and Railway Sta. (C.N.)...	T. Stoner.......	375 yds.	12	12 "	234 75
Virden and Railway Sta. (C.P.)...	H. A. Irwin	$\frac{1}{8}$	26	12 "	386 06
Vista and Railway Station........	W. H. Miller...	$\frac{1}{2}$	6	12 "	78 25
Vita and Railway Station..........	H. Hawryluk...	100 yds.	6	12 "	62 60
Vita and Zhoda.............	H. Hawryluk...	10	1	2 " (from Feb. 1,'11)	15 83
Wabigoon and Railway Station....	J. H. Creasor..	$\frac{1}{11}$	14	6 " (to Sept. 30, '10)	182 50
do do	J. D. Aaron	$\frac{1}{11}$	14	6 " (from ").	163 80
Wakopa and Railway Station......	L. H. Morgan..	75 yds.	4	12 "	52 08
Waldhof and Catching Post. . . .	G. Irmseher.....	1,300yds	6	12 "	52 00
Waskada and Railway Station.....	W. H. Hotham.	$\frac{1}{20}$	12	12 "	219 10
Wawanesa and Railway Station...	W. S. Foster....	$\frac{1}{4}$	12	12 "	186 98
Wellwood and Railway Station....	G. R. Black....	200 yds.	6	12 "	250 40
Westbourne and Railway Station..	A. E. Smalley...	$\frac{1}{4}$	12	12 "	281 70
Wheatland and Railway Station...	H. Bicknell	120 yds.	6	12 "	131 20
Whitemouth and Railway Station..	J. Monilaws....	$\frac{1}{2}$	12	12 "	313 00
Whitewater and Railway Station ..	L. Lucas..	$\frac{1}{4}$	12	12 "	103 29
Whytewold and Railway Station...	H. B. Pilatzke..	500 ft.	12	9 " and 11 dys.(from June 20, '10)..	50 71
Winkler and Railway Station.... .	B. Loewen.. ..	$\frac{1}{8}$	12	12 "	124 57
Winnipeg Beach and Railway Sta.	W. Robinson....	125 yds.	12	12 "	187 80
Winnipeg-Conveyance of Letter Carriers	Winnipeg Electric and Rapid Transit Co....	....	......	12 "	2,053 12
Winnipeg Sorting Room and Railway Trains (C. P.).............	M. Peebles.....	....	.....	....	1,200 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Winnipeg and Station "B"........	M. S. Peacock..	....	......	12 months.....	730 94
Winnipeg and Railway Station (C.N. & C.P.)..................	M. Publes......	1,030 ft. and 5,000 ft.	82 & 200	12 〃	11,368 08
Winnipeg and Street Letter Boxes.	M. Publes	....	32	12 〃 (less fines).	7,972 33
Winnipeg-Special Xmas Delivery..	Central Dray & Express Co....	....	......	....	644 22
do do	Lightfoot Transfer Co........	....	....	....	320 00
Winnipegosis and Railway Station.	A. Stewart.....	⅙	4	12 〃	82 37
Wood Bay and Railway Station....	W. H. Walsh...	⅛	6	12 〃	78 25
Woodlands and Railway Station...	G. Broadfoot...	2	6	12 〃	124 80
Woodworth and Railway Station..	B. M. Hart.....	90 yds.	3	12 〃	39 00
Woodridge and Railway Station...	J. Pelletier.....	100 yds.	12	12 〃	80 00
Woodside and Railway Station.....	J. Sharp........	1½	3	12 〃	78 50
				Total..........	142,949 35

APPENDIX B—*Continued.*

MOOSEJAW POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abernethy and Katepwe	D. Switzer	13	2	12 months	230 00
Abernethy and Lorlie	"	9	2	12 "	275 00
Abernethy and Railway Station	J. B. Gillespie	50 rods	12	12 "	250 40
Ada and Lake Johnston	I. N. Blakley	12	1	12 "	130 00
Adair and Moffatt	A. Fleming	6	2	12 "	150 00
Adair and Railway Station	"	2	6	12 "	156 48
Aikton and Railway Station	C. P. Nisbet	150 yds.	6	4 " (from Dec. 1, '10)	26 00
Alameda and Curt Hill	W. Hodgins	33	2	12 "	554 32
Alameda and Railway Station	J. B. Gibson	270 yds.	12	12 "	153 16
Aldred and Forward	J. A. Aldred	19	1	6 " and 16 days (to Oct. 30, '10)	102 99
do do	"	21½	1	5 " (from ")	105 83
Aldred and Rushton	"	13	1	12 "	150 00
Aldred and Yellow Grass	"	44	1	14 days (to April 14, '10).	17 80
Alford and Glening	P. A. Alford	10	1	12 months	100 00
Alsark and Kindersley	W. H. Thomas	48	1	3 " (from Jan. 1, '11)	175 00
Anerley and Outlook	P. Hopkins	30	2	12 "	750 00
Anerley and Roydon	O. J. Hopkins	7	2	12 "	156 00
Antelope and Railway Station	J. McIntosh	100 yds.	6	2 " and 21 days (to June 21, '10)	17 50
do do	M. E. Ard	100 yds.	6	9 " and 9 days (from June 21, '10)	60 75
Antler and Bellegarde	F. Sylvester	5	4	12 "	47 00
Antler and Frys	J. H. Fry	6	1	12 "	50 00
Antler and Railway Station	E. Haight	1/17	12	12 "	150 00
Arcola and Ossa	D. W. Johnston	44	1	12 "	589 99
Arcola and Percy	O. B. Staffner	8	1	12 "	104 00
Arcola and Railway Station	T. C. Yeoward	¼	12	12 "	276 00
Auburton and Oxbow	A. J. Watson	14	1	12 "	150 00
Audrey and Carievale	T. J. Puffer	12⅓	2	12 "	202 00
Avonhurst and South Qu'Appelle	G. H. Barrett	17½	2	12 "	308 57
Aylesbury and Railway Station	H H. Johnston	½	14	12 "	175 00
Balcarees and File Hills	L. Laliberté	21	2	6 " (to Sept. 30, '10).	150 00
Balcarres and Railway Station	G. C. Ludlow	200 yds.	12	12 "	187 92
Balgonie and Hednesford	J. Flaman	24	1	12 "	265 00
Balgonie and Kathrinthal	P. Dielschnieder	15	1	12 "	151 00
Balgonie and Railway Station	J. C. Wilson	⅛	26	3 " (to June 30, '10).	85 49
do do	S. Brotman	⅛	26	9 " (from ").	203 60
Bangor and Railway Station	T. T. Roberts	200 yds.	6 & 12	12 "	109 20
Baring and Railway Station	W. Ney	400 yds.	6	12 "	78 24
Battle Creek and Maple Creek	T. Murphy	48	1	9 " (to Dec. 31, '10)	371 25
do do	J. O. Boon	48	1	3 " (from ")	191 11
do do	J. Paterson	48	1	Extra trips	51 91
Bavelaw and Millwood	M. O. Barke	9	1	12 months	78 33
Beadle and Railway Station	F. J. James	100 yds.	6	8 " (from Aug. 1, '10)	52 25
Beeston and Kaiser	G. Collett	5	2	1 " (to April 30, '10)	8 33
Belanger and Kalvinhurst	L. E. Richardson	25	1	7 " (from Sept. 1, '10)	175 00
Belanger and Maple Creek	R. O. Henderson	35	1	12 "	520 00
Belle Plain and Railway Station	J. R. H. Dixon	¼	12	12 "	187 80
Bender and Edenland	G. Winter	17	1	12 "	166 40
Bender and Fitzmaurice	J. McDougall	4	1	12 "	100 00
Bender and Railway Station	R. Reid	75 yds.	6	12 "	78 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Beresford and Tereme	R. Maitland			1 trip	2	50
Bernard and Log Valley	A. Heggie	9	1	3 months (to June 30, '10)	25	00
Bernard and Lucky Lake	C. E. Jobb	12	1 & 2	9 " (from July 1, '10)	214	50
Bethune and Railway Station	E. J. Cleugh	200 yds.	14	12 "	182	00
Bethune and Waldorf	G. C. Lockie	12	1	12 "	127	70
Bethune and Wilkie Bay	"	14	1	12 "	156	00
Beverley Station and Railway Stn.	C. D. Strong	100 yds.	3 & 6	9 " (from July 1, '10)	67	50
Beverley Station and Wheat Valley	H. Knight	16	1	12 "	156	00
Bienfait and Railway Station	V. Doerr	450 yds.	12	12 "	120	00
Bienfait and Taylorton	J. Twigger	5	6	12 "	400	00
Bigford and Waldeck	W. Smith	20	1 & 2	12 "	339	49
Birmingham and Railway Station	A. F. Brock	50 yds.	6	12 "	156	50
Blairville and Lac Pelletier	B. A. Hagen	20	1	2 " (from Feb. 1, '11)	33	33
Blue Hill and Moosejaw	J. B. Glover	26	2	12 "	500	00
Boharm and Railway Station	A. McDougall	40 rods	14	12 "	150	00
Boldenhurst and Elbow	C. J. Lundy	24	2	1 " and 15 days (to May 15, '10)	64	28
do do	"	26	2	10 " and 16 days (from May 15, '10)	493	68
Bone Creek and Illerburn	W. A. Thring	9	1	5 " (from Nov. 1, '10)	50	00
Bonnie View and McNaughton	J. C. Cooke	7	1	4 " and 15 days (from Nov. 15, '10)	37	77
Boscurvis and Oxbow	T. Decker	14	2	12 "	314	32
Bredenbury and Railway Station	H. Pearpoint	100 yds.	6	12 "	109	64
Bridgeford and Littleville	J. W. Jackson	11	1	12 "	130	00
Bridgeford and Railway Station	F. L. Isted	100 yds.	12	12 "	154	50
Briercrest and Drinkwater	B. T. Jacques	10	2	12 "	150	00
Broadview and Hillesdon	F. Ealey	14	1	12 "	130	00
Broadview and Railway Station	A. L. Brown	$\frac{1}{8}$	40	12 "	145	76
Brock and Railway Station	J. R. Ward	200 yds.	12	8 " (from Aug. 1, '10)	112	20
Brock and White Lake	Eckland and Hyde	7	1	8 " (from Aug. 1, '10)	84	07
Brownlee and Eskbank	U. Gettins	10	2 & 3	12 "	246	18
Brownlee and Lake Valley	J. A. Clarke	10	2	12 "	200	00
Brownlee and Railway Station	W. J. Wallace	100 yds.	12	12 "	281	70
Bryceton and Tugaske	W. F. Weddendorf	40	2	3 " (from Jan. 1, '11)	275	00
Buffalo Plains and Windthorst	A. Peters	10	1	12 "	125	00
Bulyea and Railway Station	J. W. Barlow	500 yds.	12	12 "	156	50
Bulyea and Stonycroft	A. Beck	9	1	12 "	80	00
Burradon and Notre Dame d'Auvergne	J. T. Foulds	22	1	12 "	196	66
Butterton and Earl Grey	R. Stotts	8	1	12 "	85	00
Byrne and Overland	J. G. Noon	23	4	7 " (from Sep. 15, '10)	195	38
Butler Station and Ebor	John Wright			Special trip	1	50
Byrne and Ratcliffe	F. Franklin	9	1	5 months and 14 days to Sept. 14, '10	45	65
Cadillac and Notre Dame d'Auvergne	H. Childerhose	14	1	1 " (from Mar. 1, '11)	14	50
Cananea and Notre Dame d'Auvergne	H. W. O'Brien	15	1	4 " (to July 31, '10)	55	00
Cana and Paragon	W. J. Clark	8	1	9 " (to Dec. 31, '19)	58	50
Cana and Railway Station	R. A. Winter	$\frac{3}{4}$	6	8 " (to June 30, '10)	39	00
do do	J. S. Park	$\frac{3}{4}$	6	9 " (from do)	117	50
Candiac Station and Ry. Station	J. E. Herron	200 yds.	6	11 . (to Feb. 28, '11)	71	50
do do	C. E. McLean	200 yds.	6	1 " (from do)	6	75
Cantal and Wauchope	T. Dignard	12	2	12 "	200	00
Capital and Gravelbourg	C. M. Hayes	30	1	6 " and 16 days from Sept. 15, '10	177	71
Capital and Theresa	F. Schafer	6	1	4 " (to Mar. 31, '11)	26	00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Carievale and Railway Station.....	O. Boiwers......	⅛	12	3 mos. (to June 30, '16)	31 25
do do	A. Clow	⅛	12	9 " (from do)	112 80
Carlyle and Railway Station.......	F. J. Stent......	250 yds.	22	12 "	218 08
Carmichael and Railway Station...	G. Critchlow....	100 yds.	7	12 "	84 85
Carnduff and New Home	H. Latimer.....	24	1	12 "	240 00
Carnduff and Railway Station.....	J. P. Carnduff..	⅛	12	12 "	190 00
Carnoustie and Rocanville...... ..	A. Love	15	2	7 " (from Sept. 1,'10)	227 50
Carnoustie and Wapella	W. H. Birdsell..	22	1	5 " (to Aug. 31, '10)	79 16
Caron and Railway Station........	J. Thomson.....	⅛	14	12 "	138 70
Caron and Westview...............	H. Nesbitt......	9	2	5 " and 15 days to Sept. 15, '10..	103 32
do do	R. C. Hartman..	9	2	6 " and 15 days from Sept. 15, '10..	130 00
Carrigan and Gravelbourg.........	J. Geres........	14	1	12 "	156 00
Carvale and Deanton.............	A. E. Carr......	26	1	1 " (to April 30, '10)	21 66
Cateville and Hilcrest.............	A. Buchanan. .	9	1	12 "	104 09
Cedoux and Tyvan	A. Baranowiski.	14	1	12 "	150 80
Central Butte and Horsfield.... ..	A. Paysan	10	1	6 " (from Oct. 1, '11)	52 00
Central Butte and Wellbank.	C. R. Erdman..	8	1 & 2	11 " 11 days to Mar. 11, '11..	139 30
do do	B. G. Judkine..	8	2	20 days from Mar. 11, '11	9 44
Chamberlain and Frohlich.........	G. Frohlich.....	16	1	11 months to Feb. 28, '11	143 00
do do	F. H. Moore....	16	1	1 " (from do)	17 33
Chamberlain and Railway Station..	A. Elkerton	150 yds.	14	5 " (to Aug. 31, '10)	24 30
do do ..	F. H. Moore....	150 yds.	14	7 " (from do)	34 02
Chaplin and Railway Station.....	M. Hamilton....	200 yds.	14	12 "	175 20
Churchbridge and Esterhazy.......	A. J. Putland...	42	1	12 "	450 00
Churchbridge and Logberg	G. Egilsson.....	20	1	12 "	202 20
Churchbridge and Railway Station.	A. E. Lewarton.	⅛	12	11 "	250 40
Clearfield and Ingleforb	C. J. Mackey...	15	1	4 " (from Dec. 1, '10)	34 66
Clinworth and Maple Creek.... .	L. A. Blezard...	85	ftnty.	8 " 11 days to Feb. 11, '11.......	418 00
Cloverly and Leitchville.....	A. V. Bentley..	18½	1	3 " (to June 30, '10)	65 00
do do	L. W. Leitch....	18½	1	9 " (from do)	169 50
Coderre and Courval....	E. B. Coderre...	7	1	5 " 16 days from Oct. 15, '10........	35 75
Colley and Railway Station........	J. B. Reed.....	100 yds.	6	8 " (to Nov. 30, '10)	33 33
Condie and Railway Station.. ..	N. Henderson...	⅙	14 &21	9 " (to Dec. 31, '10)	96 79
do do	W. J. Sine......	⅙	12	3 " (from do)	28 17
Corinne and Catch Post.......... ..	W. M. Johnston	50 yds.	14	12 "	109 50
Cotham and Dubuc..	H. H. Willway..	10	1	2 " 14 days to June 14, '10........	16 48
Cottonwood and Pense....	P. F. Weiss.....	10	2	12 "	262 50
Covington and Webb.............	W. Simpson	10	1	12 "	100 00
Craiglands and Harwell...	C. E. Craig.....	10	1	2 " (from Feb. 1, '11)	20 83
Craik and Foxbury......	R. A. Scott.....	12½	1	12 "	150 00
Craik and Hustlers..........	A. J. Stensgaard	16	1	12 "	200 00
Craik and Lewis...	do ..	37	1	12 "	500 00
Craik and Railway Station.......	J. Gibson..	100 yds.	14	6 " (to Sept. 30, '10)	63 90
	W. B. Cleveland	100 yds.	14	6 " (from do)	63 90
Cramersburg and Gerowville.... .	B. Price...	24	1	6 " (from do)	78 00
Crane Lake and Railway Station...	C. J. Saffell	10	14	12 "	50 00
Craven and Glenbrae..	L. H. Hoskins..	8	1	12 "	88 00
Craven and Railway Station......	do ..	$6\frac{1}{16}$	6	12 "	272 28
Creelman and Railway Station.....	S. R. Carrothers	100 yds.	12	12 "	187 44
Crescent Lake and Saltcoats......	W. S. Eckardt..	20	1	12 months......	180 48
Croftdale and Westhope..........	W. Foxcroft....	21	1	5 " (from Nov. 1, '10)	104 16
Cromer and Ebor....	W. T. Williams.	......	.....	Special trips	11 05
Cross and Railway Station	J. B. Reid.	100 yds.	6	4 mos. (from Dec. 1, '10)	16 66
Cupar and Loon Lake.......	W. H. Fynn.....	9	1	6 " (to Dec. 30, '10).	52 00
do do	D. McIntyre....	9	1	6 " (from ").	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cupar and McDonald Hills	J. McDonnell	14	2	12 months	260 00
Cupar and Railway Station	M. Crosby	⅛	12	12 „	156 00
Dahinda and Dummer	J. C. Mitchell	14	1	7 „ (to Nov. 30, '10).	102 08
do do	F. Bywater	14	1	2 „ (to Jan. 31, '11).	43 74
Dahinda and Key West	do	13	1	2 „ (from „).	29 16
Daleview and Trossacks	J. H. Frickey	24	1	4 „ (from Dec. 1, '10)	86 66
Daleview and Wallindale	do	13	1	7 „ (to Nov. 30, '10).	75 82
Danismoor and Wallindale	do	13	1	1 „ (to Apr. 30, '10).	10 83
Davin and Railway Station	G. T. Bell	25 yds.	6	12 „	78 25
Davygoyd and Deanton	F. Davy	10	1	7 „ (from Sept. 1, '10)	58 33
Deanton and Leeville	do	14	1	1 „ 15 days (to May 15, '10)	21 63
do do	R. W. Dean	14	1	10 „ 16 dys. (from „)	153 37
Deanton and Maxton	A. E. Carr	26	1	11 „ (from May 1, '10)	238 33
Dickerville and Gravelbourg	J. Piché	22&27	1	9 „ (from July 1, '10)	218 00
Demaine and Lucky Lake	E. J. Demaine	15	1	12 „	150 00
Dinington and Manor	G. Brack	6	1	12 „	60 60
Denison and Forward	W. J. Robertson	6	1	14 days (to Apr. 14, '10).	3 00
Deveron and Deveron Siding	J. Chalmers	1½	....	4 mos. (from Dec. 1, '10)	20 00
Dew Drop and Leeville	G. L. Hutchinson	12	1	12 „	120 00
Dilke and Findlater	C. A. Sweet	12	1	1 „ (from Mar. 1, '11)	8 66
Dinsmore and McNaughton	J. E. Manson	11	1	7 „ 14 days (to Nov. 14, '10)	62 22
Dinsmore and Mosten	W. J. Stuart	5½	4	12 „	208 00
Dinsmore and Outlook	R. Way	43	2	12 „	761 24
Disley and Railway Station	G. Gilmour	140 yds.	12	12 „	137 72
Drinkwater and Railway Station	W. H. Duff	40 yds.	12	12 „	156 50
Dubuc and Railway Station	W. J. Merrin	80 yds.	12	12 „	219 10
Dubuc and West End	V. T. Miller	18	1	9 „ 15 days (from June 15, '10)	119 09
Duff and Neudorf	P. Herman	14	1	7 „ (from Sept. 1, '10)	91 00
Dumas and Highview	H. Loire	7	1 & 2	12 „	153 00
Dumas and Railway Station	do	200 yds.	6	12 „	78 25
Dummer and Highmore	E. Holden	18	1	8 „ 25 days (to Feb. 10, '11)	212 97
do do	T. J. Hannah	18	1	49 days (to Mar. 31, '11).	51 04
Dummer and Milestone	do	35	1	1 mos. 15 days (to May 15, '10)	58 72
Dupuis and Marienthal	H. Schnell	7	1	3 „ (to June 30, '10).	18 75
do do	E. Schnell	7	1	9 „ (from „).	56 25
Dysart and Railway Station	F. Nuttall	50 ft.	12	12 „	128 00
Earl Grey and Railway Station	R. J. Wells	70 yds.	12	5 „ (to Aug. 31, '10).	62 50
do do	S. J. Morrison	70 yds.	12	7 „ (from „).	87 50
East End and Maple Creek	J. Renaud	59	1	12 „	599 99
East End and South Fork	R. R. Finch	12	1	12 „	148 00
Eastview and Pasqua	J. Duncan	9½	2	12 „	258 24
Elbow and Tullisville	D. W. Tullis	22	2	12 „	650 00
Ellisboro and Wolseley	W. J. Lee	9	3	9 „ (to Dec. 31, '10).	236 25
do do	L. E. Tourigny	9	3	3 „ (from „).	72 95
Ernfold and Catch Post	E. J. Daly	500 yds.	7	4 „ 20 days (to Aug. 20, '10)	45 75
do do	S. Hewitt	500 yds.	14	7 „ 11 dys. (from „)	111 50
Ernfold and Ryerson	D. Stevenson	15	1	8 „ (from Aug. 1, '10)	121 33
Esterhazy and Kaposvar	J. B. Wilson	5	1	10 „ (to Jan. 31, '11)	43 33
Esterhazy and Railway Station	V. Fiook	250 yds.	12	12 „	156 48
Estevan and Graham Hill	J. Graham	40	1	6 „ (from Oct. 1, '10)	243 25
Estevan and Hill Hall	I. H. Lackey	20	1	12 „	211 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Estevan and Mount Green	C. W. Reynolds.	33	1	6 mos. (to Sept. 30, '10).	216 75
Estevan and Railway Station	H. Yardley and A. Kelly	$\frac{1}{8}$	26	9 " (to Dec. 31, '10).	255 50
do do	R. Murray	$\frac{1}{8}$	26	3 " (from ").	100 20
Eyebrow and Railway Station	T. T. Turner	200 yds.	12	12 "	234 75
Fairlight Station and Heather	G. Marshall	16	2	12 "	331 00
Fairlight Station and Ry. Station	J. W. Broatch	80 yds.	6	12 "	97 75
Fairmuir and Ingleford	C. J. Mackey	18	1	8 " (to Nov. 30, '10).	173 33
Fairmuir and Wallindale	J. Wheeler	10	1	8 " (to Nov. 30, '10).	66 66
Fillmore and Huronville	J. F. Wiggins	13	2	12 "	234 00
Fillmore and Railway Station	H.J. McDiarmid	1	12	12 "	300 00
Fillmore and Rainton	G. Sproat.	14	2	12 "	326 00
Findlater and Railway Station	G. A. Machan	100 yds.	12	12 "	156 50
Findlater and Sunset	T. Sellars	10	1	12 "	100 00
Fleming and Railway Station	E. Elliott	770 yds.	18	12 "	328 65
Fiske and Railway Station	B. Ronald	200 yds.	6	8 " (from Aug. 1, '10)	52 25
Fletwode and Kennedy	W. Warner.	8	2	12 "	234 00
Foote and Tynecastle	R. White	9	1	12 "	90 00
Forest Farm and Grove Park	J. Johnson	9	1	12 "	65 00
Forget and Handsworth	C. G. Wilson	20	1	12 "	200 00
Forget and Railway Station.	M. Agarant	85 yds.	12	12 "	234 75
Forres and Railway Station	W. Watson	$\frac{1}{8}$	7	12 "	50 00
Forward and Keywest	W. R. Howay	45	1	3 " (to Aug. 31, '10).	156 24
do do	H. F. Banister	45	1	7 " (from ").	546 79
Forward and Railway Station	W. A. Nichol	200 yds.	4	11 " 16 dys. (from Apr. 15, '10)	133 65
Forward and Stowe	F. Leaf	12	2	1 month (from Mar. 1, '11)	25 90
Forward and Weyburn	J. Downey			Special trip	25 00
do do	S. O'Keefe			"	60 00
Frances and Railway Station	I. B. Tilt	400 yds.	12	8 months (to Nov. 30, '10)	166 93
do do	O. Neely	400 yds.	12	4 " (from ")	83 46
Frobisher and Parkfield	L. W. Thompson	9	1	12 "	75 00
Frobisher and Railway Station	J S. Riddell	75 yds.	12	12 "	140 40
Frobisher and Roseview	W. H. Cole	28	2	12 "	484 04
Froude and Railway Station	J. J. Kehoe	100 yds,	6	12 "	109 55
Gainsborough and Railway Station.	R. B. Elliott	$\frac{1}{4}$	12	12 "	156 50
Gainsborough and Workman	Rusk Bros	22	2	6 " (to Sept. 30, '10).	221 00
do do	I. Eyers	22	2	6 " (from ")	286 00
Gerald and Railway Station.	F. H. Dunsford.	50 yds.	6	12 "	78 25
Gerowville and Longworth	I. M. Gerow	17	1	10 " (from June 1, '11)	145 83
Glenada and Graytown	G. W. Dunn	8	1	3 " (to June 30, '10).	21 2[illegible]
Glenada and Windthorst	do	25	2	9 " (from July 1, '10)	356 25
Glen Adelaide and Manor.	J. C. Crichton	$19\frac{1}{2}$	2	6 " (to Sept. 30, 10).	164 40
do do	G. A. Hitsman	$19\frac{1}{2}$	2	6 " (from ")	164 40
Glen Avon and Railway Station	A. Kindred	50 yds.	6	12 "	78 25
Glenavon and Stony Brook	J. Hawken.,	$18\frac{1}{2}$	1	12 "	240 48
Glen Ewen and Goschen	Preston & Pack.	18	2	2 " (to June 30, 10)	52 50
do do	T. A. Ritchie	18	2	9 " (from ")	195 00
Glen Ewen and Railway Station	J. Foster.	$\frac{1}{17}$	12	12 "	78 24
Glenuig and Mosten	W. J. Stuart	8	1	12 "	100 00
Golden Plain and Whitewood	S. McCaw	15	2	12 "	311 00
Goodeve and Robert	R. Tenske	$10\frac{1}{2}$	1	6 " and 22 days to Oct. 22, '10	69 97
Goodwater and Halbrite	J. McMicken.	12	2	1 " (from Mar. 1, '11)	17 33
Goose Lake and Souris Valley	F. Dietrich.	13	2	7 " (to Oct. 31, '10).	182 00
do do	R. Meyssonnier.	12	2	5 " (from ")	93 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Goose Lake and Weyburn.........	H. Davidson....	32	2	6 mos. (to Sept. 30, '10).	375 00
do do	do	34	2	6 " (from ")..	401 00
Gordon and Red Jacket.	J. Macdonald...	8	1	6 " (from ")..	32 50
Gordon and Sancte Andrea........	do ..	6	1	6 " (to Sept. 30, '10).	28 00
Gorefield and Holbeck............	S. M. Pinder....	20	1	10 " (from June 1, '10)	151 66
Graburn and Walsh.	C. L. Schultz...	23	1	12 "	164 28
Grace and Mitchellton....	F. M. MacNaughton, Acting P.O.I. to pay..... ..	....		Special trips.	18 0
Graham Hill and Mount Green....	J. Graham......	7	1	2 mos. (to Sept. 30, '10).	8 66
Grand Coulee and Catch Post... ..	A. D. Wright...	⅛	12	12 "	99 96
Grand Coulee and Wascana........	F. Davis	10	1	12 "	130 00
Gravelbourg and Lafléche..........	J. Cantin......	14 & 19	1	5 " and 15 days to Sept. 15, '10. .	124 81
Gravelbourg and Mazenod.........	R. T. Edison....	14	1	3 " (to June 30, '10).	39 00
Gravelbourg and Meyronne.... . .	F. Grand.	26	1	7 " and 19 days to Nov. 19, '10...	165 32
do do	P. Laville	26	1	4 " and 11 days from Nov. 19, 10...	132 54
Gravelbourg and Mortlach.........	C. Lemoine.....	60	1	12 "	600 60
Gravelbourg and Rouen............	C. R. Carey	10	1	7 " (from Sept. 1, '10)	45 50
Gravesborough and Meyronne......	W. Graves......	21	1	9 " (to Dec. 31, '10)..	136 56
Gray and Milestone................	G. N. Beattie...	15	1	7 " and 18 days (to Nov. 18, '10)...	172 43
Gray and Wilcox..................	W. McElree. ..	18	1	5 " and 12 days(from Nov. 18, '10)...	95 38
Grayson and Mariahilf..	D. Flegel.......	8	1	12 "	78 00
Grayson and Marieval....	A. Gauthier	11	1	12 "	105 00
Grayson and Railway Station....	A. J. W. Lowes.	500 yds.	12	3 " (to June 30, '10).	54 60
do do ..:	W. A. F. Heather...........	500 yds.	12	9 " (from ")..	164 50
Graytown and Windthorst....	M. McTaggart..	14	2	3 " (to June 30, '10).	77 39
Greenbriar and Tullisville..	J. E. Wilcox....	7	2	12 "	140 00
Grenfell and Railway Station......	H. Coy.........	½	26	12 "	364 06
Griffin and Railway Station........	B. A. Tedford..	100 yds.	6	3 " (to June 30, '10).	35 10
do do	R. Drayson... .	100 yds.	6	9 " (from ")..	105 75
Gull Lake and Leitchville........	L. W. Leitch. ..	36	1	6 " (to Sept. 30, '10).	250 00
do do	do ..	39	1	6 " (from ")..	262 50
Gull Lake and Longworth.	C. A. Baldwin..	35	1	12 "	322 24
Gull Lake and Railway Station....	L. E. Pennock..	¼	14 & 28	12 "	391 01
Halbrite and Railway Station......	F. Litschke.....	150 yds.	14	12 "	182 00
Halbrite and Thacker..............	W. Thackeray..	14	2	11 " (to Feb. 28, '11)..	289 66
Hamona and Tantallon.....	W. E. Alm.	9	1	6 " (to Sept. 30, '10).	49 40
do do	A. C. Parker....	9	1	6 " (from ")...	49 40
Happyland and Irvine.......	J. F. Weiss....	75	fthly	2 " (to May 31, '10)..	100 00
Happyland and Maple Creek......	E. Muratt.....	85	1	2 " (from Feb. 1, '11)	132 00
Hart and Willow Bunch..........	J. M. McPhail..	17	1	6 " (to Feb. 28, '11)..	103 99
Harrison and Lake Johnston ...	W. D. Harrison.	16	1	12 "	200 00
Hazelcliffe and Railway Station....	Robb. Nicolls & Co...........	100 yds.	12	12 "	156 48
Hazelwood and Kennedy	M. Laurence....	12	2	12 "	236 00
Hazelwood and Moose Valley......	W. T. Goddard.	7	1	5 " (from Nov. 1, '10)	37 91
Headlands and Lipton..	D. Kellsay......	13	2	12 "	260 00
Herbert and Log Valley..........	G. Shirtleff.	30	1	7 " (to Oct. 31, '10)..	208 33
do do	do	37	1	5 " (from ")..	197 91
Herbert and Neidpath....	J. Mitchell......	18	1	12 "	160 00
Herbert and Railway Station.....	M. H. Klasson..	375 yds.	14	12 "	170 30

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Herbert and Turnhill	Dyck & Penner	30	1	11 mos. (to Feb. 28, 11)	214 50
do do	do	32	1	1 " (from ")	22 91
Heward and Hudmore	D. Kirk	8	1	12 "	60 00
Heward and Railway Station	N. P. Crich	300 yds.	12	12 "	210 00
Hicksvale and Kronan	H. Eckstein	14	1	1 " (from Mar. 1, '11)	20 00
Highpound and Moose Jaw	A. Lucas	14	1	12 "	156 00
Hillburn and Moosomin	W. B. C. Green	20	2	12 "	380 98
Hill Farm and Lemburg	T. Clarke	8	2	12 "	150 00
Hirsch and Railway Station	B. Lapp	⅛	12	12 "	124 80
Hitchcock and Railway Station	J. E. Duchesneau	125 yds.	6 & 12	12 "	97 50
Hodgeville and Morse	C. P. Lewis	20	1	12 "	200 00
Hodgeville and St. Boswells	J. Turnbull	11	1	12 "	100 00
Hodgeville and Wiwa Hill	S. G. James	16	1	12 "	165 00
Holbeck and Kindersley	G. W. Gledhill	40	1	5 " (from Nov. 1, '10)	170 83
Holbeck and Rathmullen	do	20	1	7 " (to Oct 31, '10)	87 50
Holbeck and Tuscola	J. McFadden	12	1	3 " (from Jan. 1, '11)	31 25
Hubbard and Railway Station	S. Chipperfield	300 yds.	6 & 12	12 " less fine	154 00
Hume and Railway Station	C. Stone	100 yds.	6	12 "	50 00
Idaleen and Rosetown	W. Staples	10	1	6 " and 15 days(from Sept. 15, '10)	38 04
Indian Head and Railway Station	A. Leach	⅜	26	12 "	577 76
Invernairn and Pense	P. F. Weiss	23	2	11 " (from May 1, '10)	486 83
Jamiston and Mosten	J. D. Tennant	8	1	11 " (from May 1, '10)	84 33
Kaiser and Railway Station	G. D. Collett	100 yds.	6	12 "	15 00
Kealey Springs and Skibbereen	P. Kealey	10	1	11 " (from May 1, '10)	107 25
Keeler and Railway Station	W. F. Fowle	170 yds.	12	12 "	156 50
Keithville and Saskatchewan Landing	W. H. Steetsman	11	1	3 " (to June 30, '10)	27 50
do do	do	16	1	9 " (from ")	225 00
Kelstern and Polson	J. Akins	8½	1	12 "	52 00
Kelso Station and Railway Station	R. Frame	150 yds.	6	12 "	78 25
Kemah and Mildon	M. Garrison	7	2	12 "	160 00
Kendal Station and Railway Stn.	H. Rainville	500 yds.	6	12 "	62 60
Kenlis and Sintaluta	J. T. Waddell	15	2	12 " and arrears	333 00
Kennedy and Railway Station	D. Sullivan	50 yds.	6 & 9	10 " (to Jan. 31, '11)	110 25
do do	do	50 yds.	9	2 " (from ")	30 83
Key West and Lang	R. A. Cardiff	55	1	1 " and 15 days (to May 15, '10)	74 17
do do	A. G. Wilkie	55	1	1 trip	20 00
Key West and Ogema	R. L. Greene	7	1	5 mos. (from Nov. 1, '10)	27 08
Killaley and Melville	F. Sapara	13	6	4 " (to July 31, '10)	225 33
Killaley and Railway Station	A. Bachmann	400 yds.	12	12 "	175 00
Kincorth and Railway Station	L. L. Cunningham	35 yds.	7	12 "	54 00
Kindersley and Railway Station	T. M. McEwan	200 yds.	12	8 " (from Aug. 1, '10)	112 20
Kindersley and Rathmullen	W. J. McMullen	20	1	7 " (to Oct. 31. '10)	56 27
Kipling Station and Railway Stn.	P. M. Dermody	100 yds.	6	12 "	78 25
Kisbey and Railway Station	J. L. McLeod	200 yds.	12	12 "	93 88
Kisbey and Warmley	A. S. Porter	12	2	6 " (to Sept. 30, '10)	129 99
do do	F. Whiteside	14	2	6 " (from ")	125 00
Kronan and Railway Station	H. Entenier	300 yds.	12	6 " (to Sept. 30, '10)	156 50
do do	H. Eckstein	300 yds.	12	6 " (from ")	93 60
Kronan and St. Marys	A. Ehmann	5	2	12 "	120 00
Lac Pelletier and Swift Current	L. LaRoque	27	1 & 2	12 "	405 00
Laford and Railway Station	G. M. Stephen	80 yds.	12	12 "	191 44
Lake Coteau and Westhope	N. Anderson	11	1	7 " (to Oct 31, '10)	72 91

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lake Johnston and Mossbank......	R. G. Jolly.....	12	1	12 mos.	150 00
Lampman and Roseview...........	J. Dies.........	9	1 & 2	11 " (from May 1, '10)	127 02
Londestreu and Langenbnrg......	H. Popp........	15	1	12 "	100 00
Langbank and Railway Station....	J.Heatherington	½	6	9 " and 15 days (to Jan. 15, '11)...	86 80
do do	T. Upton......	⅛	6	2 " and 16 days(from Jan. 15, '11)...	16 25
Langenbnrg and Railway Station..	A. Becker......	¼	12	12 "	150 00
Lang and Railway Station.........	F. Voss	270 yds.	14	12 "	365 00
Lebret and Qu'Appelle............	A. Bouffard....	4½	6	12 "	200 00
Leeville and Limerick............	F. Lossing......	16	1	2 " (to May 31, '10)	27 73
do do	do	20½	1	10 " (from ")	182 00
Leeville and Stonehenge...........	W. H. Lawrence	15	1	12 "	150 00
Leeville and Villefranche	A. Mackenzie...	11	1	5 " (to Sept. 30, '10)	39 00
do do	I. R. Horn.....	13	1	6 " (from ")	55 30
Lemberg and Pheasant Forks......	J. A. Argue....	9	2	12 "	192 84
Lemberg and Railway Station.	G. M. Gillespie.	100 yds.	12	12 "	250 40
Limerick and Lynthorpe..........	J. H. Coates....	16	1	2 " (from Feb. 1, '11)	27 73
Lippintott and Maryfield....	D. Simpson....	8	1	12 "	104 00
Lipton and Pechet...............	L. Pechet	10	1	5 " (to Aug. 31, '10)	52 08
Lipton and Qu'Appelle...........	D. Kellsey......	9	2	12 "	104 00
Lipton and Railway Station. ...	J. Atkinson....	300 yds.	12	12 "	140 00
Little Woody and Willow Bnnch..	W. Forsyth.	13	1	12 "	150 00
Llewellyn and Saltcoats.	H. T. Abra.....	19	1	12 "	225 00
Longworth and Maude...	C. Deruchie.....	6½	1	1 " (from Mch. 1, '11)	5 83
Lorimerville and Ontlook	J. P. Kerr.....	10	1	12 "	100 00
Lucky Lake and Rossduff.........	J. Gordon.....	14	2	14 days (to April 14, '10).	12 00
Lumsden and Marieton............	J. Mair.........	30½	1	12 months......	328 00
Lumsden and Railway Station....	do	1/16	14	12 "	219 00
Lumsden and Regina..	do	....	......	1 trip.................	25 00
Lumsden and Tregarva............	W. R. Jamieson	8	1	12 months.........	122 20
McGee and Railway Station.......	T. G. Gales.....	200 yds.	6	8 " (from Aug. 1, '10)	52 25
McLean and Railway Station....	T. Seelin......	1/16	26	3 " (to June 30, '10)	84 50
do do	J. Gordon......	1/16	26	9 " (from ")	253 50
McTaggart and Railway Station...	H. J. Lutz.....	200 yds.	14	12 "	255 50
MacNutt and Railway Station.....	F. Schneider....	500 yds.	6	2 " (from Feb. 1, '11)	12 75
Mailand and Saltcoats......	V. Dnres.. ..	30	1	1 " (from Mch.1, '11)	27 91
Macoun and Railway Station.... .	E. L. Leach....	300 yds.	14	12 "	300 00
Macoun and Slager..	M. B Mitchell.	80	2	12 months..............	1,218 25
Macoun and Viewfield	A. MacCanley..	15	1	12 "	154 00
Manor and Railway Station........	A. H. de Tremandin.......	80 yds.	12	12 "	137 57
Maple Creek and Railway Station.	T. A. Douglas..	¼	28	12 "	584 00
Marchwell and Railway Station...	J. Kletzky.....	80 yds.	12	12 "	50 00
Marion and Railway Station	A. L. Haggard.	200 yds.	12	1 " (to Aug. 31, '10).	13 50
Marion and Rosetown...	J. J. White. .	8	1	4 " (to July 31, '10).	25 00
Markinch and Railway Station....	W. H. Inkster.	⅓	12	12 "	156 48
Maxkinch and Wheetwyn...	T. Bradwell....	7½	1	12 "	90 00
Marqnis and Railway Station.....	McFadyen and Yeo	225 yds.	12	12 "	216 30
Maryfield and Railway Station....	H. Tingle.......	200 yds.	6 & 9	12 "	97 75
Melville and Otthon...............	E. Young & Co.	20	1	6 " (from Oct. 1, '10)	117 00
Meyronne and Milby......	W. G. Graves...	21	1	3 " (from Jan. 1, '11)	45 50
Midale and Railway Station.....	A. Westman....	150 yds.	14	12 "	120 00
Milestone and Railway Station....	F. Carlson......	25 yds.	14	12 "	365 00
Montmartre and Mutrie.....	C. Caron.......	15	2	12 "	338 00
Montmartre and Railway Station..	J. A. Gouin....	50 yds.	6	12 "	78 25
Moosejaw and Deanton	A. Zess.........	....	....	Extra trips.....	32 00
Moosejaw and Railway Station....	J. Smith........	¼	59 &60	12 months........... .	1,560 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Moosejaw and Street Letter Boxes	J. B. McCammond	6	14	12 mos. and arrears	549 70
Moosejaw and Wood Mountain	A. Gaudry	146	1	1 ″ and 15 days (to May 15, '10)	265 34
do do	do	138	1	10 ″ and 16 dys. (from May 15, '10)	1,737 61
Moosomin and Railway Station	R. G. Smith	$\frac{1}{8}$	26	12 ″	474 60
Moosomin and Riga	J. H. Peers	$17\frac{1}{2}$	2	12 ″	400 00
Moosomin and Spring Creek	G. Wells	11	2	12 ″	100 00
Morse and Railway Station	G. A. McKenzie	300 ft.	14	12 ″	182 50
Mortlach and Railway Station	T. W. Bradley	234 yds.	12	12 ″	313 00
Netherhill and Railway Station	J. Craig	200 yds	12 & 6	8 ″ (from Aug. 1,'10)	86 40
Neudorf and Railway Station	D. Kuss	300 yds.	12	12 ″	219 10
Neudorf and Rosemount	J. W. Matthews	8	1	5 ″ (to Aug. 31, 10)	41 66
Neudorf and Tiree	D. Kuss	17	2	12 ″	312 00
New Findland and Whitwood	W. J. Shepherd	$21\frac{1}{4}$	1	12 ″	192 84
New Holstein and Sedley	R. Koch	8	1	12 ″	100 00
New Warren and Rouleau	W. L. McRorie	24	2	12 ″	480 00
New Warren and Traux	E. J. Davis	17	1	12 ″	180 00
Noremac and Rathmullen	John Cameron	9	1	2 ″ (from Feb. 1. '11)	16 66
Northlands and Tullisville	C. G. Knight	8	1	12 ″	100 00
Notre Dame d'Auvergne and Pinto Creek	G. A. Lawrence	27	1	6 ″ (to Jan. 31, '11)	103 99
do do	do	30	1	2 ″ (from ″)	47 16
Notre Dame d'Auvergne and Swift Current	B. Vaury	48	1	1 ″ and 14 days (to May 14, '10)	56 57
do do	N. Leclaire	50	1	10 ″ and 17 dys (from May 14, '10)	426 37
North Portal and Railway Station	F. H. Lees	$\frac{1}{8}$	14	12 ″	146 00
Oakshela and Railway Station	W. H. Mitchell	550 yds.	6	12 ″	78 25
Odessa Station and Railway Station	N. Moser	50 yds.	6	12 ″	110 75
Ohlen and Stockholm	P. A. Morella	7	1	6 ″ (to Sept. 30, '10)	50 00
Osage and Railway Station	J. H. Standen	100 yds	12	12 ″	250 00
Overland and Ratcliffe	J. G. Noon	14	1	3 ″ and 14 days (to Sept. 14, '10)	79 89
Owensville and Tyner	J. Glenn	20	1	12 ″	150 00
Oxbow and Railway Station	G. Decker	525 yds.	12	12 ″	297 60
Parkbeg and Railway Station	J. McFadyen	$\frac{1}{30}$	14	12 ″	50 00
Parkbeg and Thunder Creek	P. Rudeen	13	2	12 ″	300 00
Parkman and Wawota	F. W. Bayles	19	1	6 ″ from Oct 1, '10)	52 00
Pasqua and Railway Station	J. Slemmon	150 yds.	12	1 ″ (to April 30, '10)	12 96
do do	J. Duncan	150 yds.	12	11 ″ (from ″)	142 59
Pasque and Spicer	T. Spicer	12	1 & 2	12 ″	151 66
Pengarth and Strassburg Station	A. Johnston	11	1	5 ″ (to Aug, 31, '10)	65 00
do do	R. R. Henderson	18	1	5 ″ (to Jan. 31, '11)	83 32
do do	F. M. Douglas	18	1	2 ″ (from ″)	33 33
Penkill and Saskatchewan Landing	R. Shankland	68	1	12 ″ (and arrears	735 40
Penkill and Rathmullen	do	22	1	1 Trip	7 00
Penkill and White Lake	do	68	1	4 mos. (to July 31, '10)	173 33
Pense and Railway Station	P. F. Weiss	$\frac{1}{8}$	26	12 ″	339 25
Pense and Stony Beach	do	17	2	1 ″ (to April 30, '10)	33 37
Percival and Catch Post	D. McKenzie	55 yds.	6	12 ″	172 15
Piapot and Railway Station	N. R. McEwan	100 yds.	3	3 ″ (from Jan. 1, '11)	9 75
Picnic and Saltcoats	V. Rooke	$11\frac{1}{2}$	1	12 ″ and arrears	112 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Pilot Butte and Railway Station...	B. Holden......	100 yds.	12	6 mos. (to Sept. 30, '10).	50 00
do do ..	W.H. McClinton	100 yds.	12	6 " (from ").	50 00
Pinto and Railway Station........	P. Boner.......	50 yds.	14	6 " (to Sept, 30, '10).	45 75
do do	W. McAllister..	50 yds	14	6 " (from ").	91 00
Pinto Creek and Sunnyview. . ..	W. Hall...	10	1	4 " (from Dec. 1,'10)	34 66
Plain View and Willow Brook.....	J. Pekar........	18	2	12 "	202 48
Qu'Appelle and South Qu'Appelle.	Creamer Bros...	18	6	12 "	440 00
Ralph Station and Railway Station	C. Cugnet.....	500 yds.	7	12 "	91 25
Red Jacket and Railway Station...	C. A. Wilkins..	⅛	6	12 "	90 00
Redvers and Railway Station	R. Ferguson....	100 yds.	12	12 "	142 68
Redvers and St. Antoine..........	M. Bertrand....	10	2	12 "	204 00
Regina and Fairy Hill	A. E. E. Graham	62⅕	1	12 "	500 00
Regina and Railway Station.......	W. Russell......	¾	75	12 "	1,859 57
Regina and Street Letter Boxes...	do	4 & 2	7 & 6	12 "	573 05
Regina—Special Christmas Delivery	Sundry persons..	....	......	12 "	25 00
Richardson Station and Railway Station.........................	W. S. Patterson	220 yds.	6	4 " (to July 31, '10).	10 40
do do	G. E. Campbell.	220 yds.	6	8 " (from ").	41 80
Ridpath and Railway Station......	A. L. Haggard..	200 yds.	12	7 " (from Sept. 1,'10)	80 00
Riverside and Tugaske............	W. Weddendorf.	45	2	9 " (to Sept. 30, '10).	825 00
Rocanville and Railway Station...	A. H. R. Bastien	400 yds.	12	12 "	156 48
Roche Percee and Railway Station.	J. Taylor... .	500 yds.	14	12 "	219 00
Rose Plain and Walpole...........	H. Patten	6	1	12 "	70 00
Rossduff and Tullisville...........	R. Hampton....	25	2	12 "	499 20
Rothbury and Saltcoats....... ..	T. C. Love......	19	1	12 "	145 64
Rouen and Wiwa Hill.............	C. R. Carey	9	1	6 " (to Sept. 30, '10).	26 00
Rouleau and Railway Station	W. H. Johnston	⅙	14	6 " (to ").	101 00
do do	J. Marci........	⅕	14	6 " (from ").	100 00
Rush Lake and Railway Station...	C. A. Vale......	¼	14	12 "	180 00
Saltcoats and Railway Station	E. Bolton......	⅛	12	12 "	270 84
Saltcoats and Stornoway	V. Dures.......	21	1	12 "	140 25
Saskatchewan Landing and Swift Current..............	G. Falconer.....	38	1	3 " (to June 30, '10).	150 00
do do	W. Brunyere...	38	1 & 2	9 " (from ").	727 17
Saxon Hill and Yorkton.....	L. Saxon........	23	1	6 " (to Sept. 30, '10).	75 00
Sedley and Railway Station..	C. Becker	300 yds.	12	8 " (to Nov. 30, '10).	160 00
do do	J. McKinnon...	300 yds.	12	4 " (from ").	80 00
Seward and Railway Station	E. Woolsey.....	50 ft.	7	12 "	91 25
Sintaluta and Railway Station.....	J. E. Black.....	⅛	26	1 " and 7 dys. (to May 7, '10)..	26 22
do do	A. M. Black....	⅛	26	10 " & 24 ds. (from ")	231 42
Skull Creek and Stone............	J. P. Fernquist.	13	1	10 " (from June 1, '10)	137 50
Southey and Railway Station......	C. Kriencke	⅛	12	12 "	156 00
South Qu'Appelle and Railway Stn	W. L. Wait ...	420 yds.	26	12 "	401 22
Spy Hill and Railway Station......	A. R. Miller ...	750 yds.	6	12 "	102 15
Stockholm and Railway Station ...	M. Kenney.. .	300 yds.	12	12 "	156 00
Stoughton and Railway Station....	W. F. Carefoot..	450 yds.	12	6 " (to Sept. 30, '10).	78 00
do do	J. D. Nicoll ...	450 yds.	12	6 " (from ")	78 00
Strassburg Station and Railway Stn	J. Bott.........	⅛	12	12 "	260 00
Summerberry and Railway Station.	W. Linnell.....	¼	19 & 12	12 "	188 35
Sunnyvale and Una.	M. H. Jordan..	9	1	7 " (from Sept. 1,'10)	37 91
Swift Current and Railway Station	W. Vaudreuil..	⅛	28	12 " and arrears......	728 00
Tantallon and Railway Station... .	R. H. Bobier...	¼	12	12 "	156 48
Tezorton and Zealandia..........	W. Maguire....	41	1	12 "	448 50
Tompkins and Railway Station....	S. Whitney.....	30 yds.	14	12 "	75 00
Trossachs and Railway Station....	J. Newman	200 yds.	4	12 "	111 60
Tugaske and Railway Station......	M. Lehman.....	330 yds.	12	12 "	281 70

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Moosejaw Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tuxford and Railway Station	R. B. Birley	150 yds.	12	12 months	313 00
Tyvan and Railway Station	C. Sunderland	200 yds.	12	12 "	250 40
Una and Willow Bunch	J. Chartrand	25 & 33	1	12 "	326 66
Vandura and Railway Station	P. E. Weederhold	300 yds.	6	6 " (to Sept. 30, '10).	39 25
do do	T. T. Roberts	300 yds.	6	6 " (from ")	39 00
Vibank and Railway Station	A. Hicks, Jr.	150 yds.	6	12 "	95 25
Waldeck and Catch Post	O. A. Johnson	200 yds.	7 & 14	12 "	283 00
Waldron and Railway Station	L. H. Rawlings	300 yds.	6	3 " (to Apl. 30, '10).	39 00
Walpole and Railway Station	J. McCannel	366 ft.	6	12 "	39 10
Wapella and Fairmede	H. Rushton	50	2	12 "	624 00
Wapella and Railway Station	G. H. Morrison	⅛	24	12 "	310 32
Wauchope and Railway Station	F. Berens	250 ft.	12	12 "	78 00
Wawota and Railway Station	J. W. Wintermute	200 yds.	6	12 "	58 65
Webb and Railway Station	T. Clark	½	7	12 "	109 50
Welby and Railway Station	J. Neil	200 yds.	6	12 "	78 25
Welwyn and Railway Station	S. C. Fleury	200 yds.	12	12 "	150 00
Wenaus and Winside	G. Schrater	7	1	6 " (from Oct. 1,' 10)	26 00
Weyburn and Railway Station	W. H. Cowan	¼	20 & 24	12 "	671 00
White Bear and Main Post Road	N. Akister	3	1	3 " (from Jan. 1. '11)	12 00
Whitewood and Railway Station	J. H. Jackson	⅛	12 & 24	12 "	336 24
Wilcox and Railway Station	L. D. Sparling	167 yds.	14	12 "	160 00
Windthorst and Railway Station	A. McTaggart	350 yds.	6 & 9	12 "	97 80
Wolseley and Railway Station	W. Robinson	⅛	32 & 46	9 " (to Dec. 31, '10).	596 66
do do	J. T. Mutrie	⅛	46	3 " (from ")	230 00
Yarbo and Railway Station	J. J. Sullivan	100 yds.	6	12 "	78 25
Yellow Grass and Railway Station	P. Wilken	⅛	14	12 "	324 85
Yeomans and Railway Station	W. D. Gunson	125 yds.	4	11 " and 16 dys. (from Apl. 15, '10	69 75
				Total	92,373 87

APPENDIX B—*Continued.*

SASKATOON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, made within the fiscal year ending March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberdeen and Railway Station ...	H. Schroeder. ..	170 yds.	14	12 months	292 00
Abbnott and Unity......	H. Schlichtman.	53	1	1 " (to April 30, '10)	62 50
do do	do .	57	1	11 " (from ")	733 33
Adanac and Unity................	W. H. Wheatlands.........	6½	2	1 " and 15 days (to May 15, '10) ..	19 29
Adanac and Railway Station......	do .	100 yds.	6 & 12	10 " and 16 days (from May 15, '10) ..	151 60
Albertown and Luxemburg.........	J. A. Fendelet..	12	1	12 "	125 00
Aldina and Avebury..............	G. Gray........	12	1	9 " (to Jan. 31, '11)..	66 66
Aldina and Moon Falls...........	E. E. F. Golding	12	1	8 " (from Aug. 1, '10)	52 00
Alvena and Rosthern.............	A. Hryzal......	18	1	12 "	182 00
Ambles and Annaheim.............	B. J. Amble....	8½	1	12 "	100 00
Amfleet and Hewett Landing	H. Amphleet. . .	9	1	12 "	85 00
Angove and Stornoway......	M. Wintonyk...	18	1	9 " (to Dec. 31, '10).	120 00
Annaheim and Munster............	R. Hogg........	12	3	2 " (to May 31, '10).	52 00
do do	P. J. Hoffman..	12	3	12 " (from ")	260 00
Arabella and Sunny Isle.........	D. Currie. .	20	1	12 "	156 00
Arborfield and New Osgoode......	F. Cummings...	10	1	9 " (from July 1, '10)	78 00
Arbury and Cupar................	J. C. O. Adam..	21	1	12 "	150 00
Arcata and Gettysburg...........	J. Seffern.	13	1	4 " (to July 31, '10)..	41 33
Arcata and Hartsburg............	do	8	1	8 " (from Aug. 1, '10)	74 17
Ardath and Swanson	T. H. Vincent..	5½	1	10 " (from June 1, '10)	43 33
Arelee and Asquith...	S. Currie.......	29	1	4 " (to July 31, '10).	171 67
do do	T. Bower	29	2	8 " (from ").	483 33
Arlington Beach and Govan.	H. F. Miller....	22	2	12 "	466 00
Artland and Railway Station......	W. J. Forrau...	800 yds.	6	12 "	62 60
Asquith and Railway Station (C.P.)	F. S. Penman...	500 yds.	6 & 12	12 "	142 50
do do (G.T.P.)	T. Bowes.......	½	6	2 " and 6 days (to June 6, '10)...	28 00
Astwood and Strand..........	F. Strand.	8	1	12 "	120 00
Astwood and Woodlight.	T. H. Hamilton.	12	1	12 "	90 00
Averburg and Mistawasis.	G. Grey........	12	1	2 " (from Feb. 1, '11)	16 67
Bagley and Fairy Glen............	C. Chapman....	7	1	12 "	70 00
Bagley and Brocking	P. W. Cessna. ..	7	1	12 "	75 00
Bagley and Melfort...............	N. N. Anderson.	15	2	12 "	225 00
Barrier Lake and Quill Lake.......	R. Wraith	21	1	12 "	225 00
Batoche and Wakaw..............	R. Boyer...... .	24	1	6 " (to Sept. 30, '10).	90 00
Battleford, North Battleford and Railway Station................	J. O. Nolin... .	4½	14	3 " (to June 30, '10).	503 75
do do ..	N. Forest.....	4½	14	9 " (from ").	685 00
Battleford and Star View..........	E. E. Porter....	18	1	4 " (to July 31, '10).	86 67
Battleford and Prongua...........	A. J. Prongua..	12	1	12 "	156 00
Battleford and Willowmoor........	J. J. Meredith..	15	1	11 " (from May 1, '10)	110 00
Beckenham and Sheho.....	N. D. Currie....	45	1	5 " (to Aug. 31, '10).	199 22
Beatty and Railway Station.	G. S. Wallace...	300 yds.	6	12 "	93 90
Beatty and Taylorside	W. Taylor	6	1	12 "	60 00
Beauchamp and Glen Kelly.......	J. Kellington...	7	1	5 " (from Nov. 1, '10)	27 08
Benito and Sunny Isle.....	W.T.Leadbeater	21	1	12 "	200 00
Benito and Whitebeech...........	J. Geddes......	14½	1	12 "	125 00
Biggar and Goldburg.	G. Moore. ..	15	1	5 " (from Nov. 1, '10)	83 33
Biggar and Kensmith.............	T. D'Arcy	16	1	5 " (from ")	41 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Big River and Shellbrook	Big River Lumber Co.	57	2	7 mos. and 17 days (from Aug. 15, '10)	225 98
Birch Creek and Pruden	R. Sabeston	8	1	12 „	78 00
Birch Hills and Crystal Springs	W. Stevens	16	1	3 „ (to June 30, '10)	43 75
do do	do	16½	1	9 „ (from „)	142 50
Birch Hills and Deer Lodge	do	7	1	3 „ and 3 days (to July 3, '10)	29 50
do do	do	9½	1	5 „ and 28 days (from July 3, '10)	75 39
Birch Hills and Railway Station	do	300 yds.	6 & 12	12 „	208 50
Birdview and Delisle	W. D. Pattison	13	2	12 „	303 97
Bison and Ubley	L. L. Parney	7½	1	5 „ (to Aug. 31, '10)	31 25
Bladworth and Railway Station	J. T. Coleman	166 yds.	14	12 „	182 50
Blaine Lake and Marcelin	D. O. Hubbard	10½	1	12 „	78 00
Blucher and Railway Station	T. S. Lawley	¼	6	12 „	78 25
Bog End and Watson	J. C. Guitard	15	1	12 „	187 40
Bond and Kuroki	T. Morrow	18	1	6 „ (to Sept. 30, '10)	65 00
do	do	18	2	6 „ (from „)	148 33
Bonne Madone and Hoodoo	T. Wasylitszen	9	2	12 „	195 00
Bonne Madone and Spring Grove	J. Sinnot.	10½	2	12 „	230 00
Boraston and McKinnon	J. Fridgen	33	1	10 „ (to Jan. 31, '11)	302 74
Borden and Great Deer	A. McPherson	40	2	12 „	413 06
Borden and Railway Station	N. S. Smith	⅛	12	12 „	300 00
Bouvier and Railway Station	J. Shaw	100 yds.	12	1 „ (from Mar. 1 '11)	0 07
Brancepath and Railway Station	G. Taylor, jr.	3	2	12 „ and special trip	99 23
Bresaylor and Langmeade	G. C. Spence	8	1	12 „	65 00
Bresaylor and Railway Station	W. R. Harrison.	100 yds.	14	12 „	182 00
Brightholme and Silver Grove	J. F. Buckle	12	1	12 „	130 00
Brithdir and Plunkett	C. Perry	9	1	12 „	100 00
Broderick and Larsen	W. E. Graham	12½	1	7 „ (to Dec. 31, '10)	116 67
Broderick and Railway Station	W. E. Graham	150 yds.	12	12 „	219 10
Broderick and Wingells	H. Holm	17½	1	3 „ (from Jan. 1, '11).	62 50
Brombury and Sheho	N. D. Currie	24	1	2 „ (to Nov. 30, '10)	60 66
do do	C. Prouse	21	1	4 „ (from Nov. 30, '10)	151 67
Brombury and Winthorpe	J. Mawer	7	1	10 „ (from June 1, '10).	41 67
Brunendahl and Stornoway	J. Liebrecht	6½	1	11 „ (to Feb. 28, '11)	59 58
Bruno and Railway Station	A. J. Schwinghamer	60 yds.	6	Extra trips	109 87
Buchanan and Mitchellview	R. Mitchell	9½	1	1 month (to Apr. 30, '10)	10 83
Buchanan and Parkview	S. Luciow	17½	1	11 „ (from May 1, '10).	190 66
Buchanan and Railway Station	A. Clark	100 yds.	14	9 „ (to Dec. 31, '10)	165 00
do do	O. Peterson	100 yds.	14	3 „ (from „)	54 00
Bunglass and Ituna	J. Watson	7½	1	12 „	52 00
Bunesville and Kamsack	W. McDonald	14	1	12 „	130 00
Caldar Station and Ry. Station	J. Schneider	100 yds	6	3 „ (from Jan. 1, '11).	11 70
Camberley and Chellwood	D. Chabaroff	8	1	10 „ (from June 1, '10)	41 67
Candahar and Progress	T. Halldorson	40	2	7 „ (from Sept. 1, '10)	224 58
Candahar and Railway Station	T. Halldorson	100 yds.	6	9 „ (to Dec. 31, '10)	59 00
do do	C. H. Jalmarson	100 yds.	6	3 „ (from „)	19 25
Cando and Traynor	C. Edwards	8	1	12 „	90 50
Canora and Devil's Lake	R. R. Smith	17	1	12 „	108 19
Canora and White Hawk	J. Houtz	71½	1	3 (to June 30, '10)	110 50
do do	J. Gibney	71½	1	9 „ (from „)	436 05
Canora and Yorkton	J. Kelley	36	1	12 „	205 40
Canora and Railway Station	J. A. P. Barschell & F. Bradshaw	400 yds.	14	12 „	365 00
Carmel Station and Ry. Station	T. Stanford	15 rods	7	12 „	54 75
Cavalier and Daysville	J. Paradis	24	1	12 „	360 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cecil and Steep Creek	H. C. Mitchell	15½	1	6 mos. (to Sept. 30, '10)	75 00
do do	F. Cozens	15½	1	6 " (from ")	90 00
Charlotte and Emmaville	A. Bertrand	16	1	4 " (from Dec. 1, '10)	53 33
Cheviot and Railway Station	J. A. Kennedy	500 yds.	6	12 "	78 25
Clair and Railway Station	E. C. Wheeler	75 yds.	12	12 "	124 80
Clair and Ponass Lake	O. Nilson	16	1	2 " (from Feb. 1, '11)	26 00
Clarkboro and Railway Station	J. F. Clark	650 ft.	7	12 "	91 25
Clark's Crossing and Ry. Station	J. Driedger	100 yds.	6	9 " (to Dec. 31, '10)	35 10
do do	A. C. McEown	100 yds.	6	3 " (from ")	11 70
Clavet and Railway Station	J. T. Dawson, Ltd	¼	6	12 "	109 55
Coblenz and Kelfield	G. W. Weese	31	1	2 " (to May 31, '10)	56 16
do do	W. Locheed	31	1	10 " (from ")	345 83
Cokato and Fort Pelly	M. McDonald	14	1	12 "	334 00
Coleville and Dewar Lake	T. Carroll	20	1	12 "	234 00
Coleville and Scott	A. A. Cummings	81 & 86	1	8 " (from Aug. 1, '10)	1,003 57
do do	Grill & Reynolds	86	1	Special trip	50 00
Colonsay and Railway Station	S. T. Smith	¼	6 & 12	12 months	190 40
Copeland and Semans	L. I. Steenson	19½	1	7 " (from Sept 1, '10)	153 42
Copeland and Wynyard	J. Sveinson	29	2	5 " (to Aug. 31, '10)	182 55
Cosy Nook and Lashburn	G. W. Brownell	14½	1	12 "	130 00
Coxby and Kinistino	C. L. Dunlop	21	1	3 " (to June 30, '10)	46 75
do do	F. Anderson	21	1	5 " (to Nov. 30, '10)	77 92
do do	J. Turner	21	2	4 " (from ")	124 67
Craik and Eildon	J. Brough	16	1	12 "	150 00
Crane Creek and Ruddell	F. G. Stillwell	41	1	6 " (to Sept. 30, '10)	261 91
do do	W. McConnell	41	1	3 " (from ")	136 50
Crayland and Perdue	J. Worthington	34	1	12 "	164 00
Creekfield and Laura	J. W. Darnbrough	7¼	2	12 "	170 00
Cressman and Guernsay	J. C. Dow	6½	2	12 "	168 00
Crossthwaite and Leross	J. W. Myatt	12	2	5 " and 15 days (to Sept. 15, '10)	137 77
do do	L. Gonczy	12	3	6 " and 15 days (from Sept. 15, '10)	189 26
Crossthwaite and Magyar	W. Zomar	7	1	10 " (from June 1, '10)	43 33
Crosswoods and Southey	B. F. Spurrier	15	1	9 " (to Dec. 31, '10)	117 00
do do	J. Claverley	15	1	3 " (from ")	39 00
Cullyton and Girvin	W. J. Shepherd	17	1	12 "	130 00
Cumberland House and The Pas	Hudson's Bay Co.	70	mthly	12 "	360 00
Cut Knife and Paynton	E. Duvall	42½	1	9 " (from July 1, '10)	468 75
Dalmeny and Hepburn	A. P. Janzen	13½	12 & 18	3 " and 16 days (to July 16, '10)	33 01
Dalmeny and Railway Station	A. R. Friesen	125 yds.	2	12 "	155 97
Dana and Leofeld	J. B. Rocheleau	12	2	12 "	250 00
Dana and Railway Station	L. Normand	200 yds.	12	12 "	250 40
Danbury and Neewin	W. Moore	6	1	12 "	59 00
Davidson and Railway Station	H. Barton	70 yds.	14	12 "	182 50
Davis and Railway Station	J. E. Evans	670 yds.	6	11 " (to Feb. 28, '11)	42 90
do do	W. L. Chapman	670 yds.	6	1 " (from ")	4 05
Daysville and Stony Lake	W. J. French	13	1	12 "	104 00
Daysville and Minnehaha	P. Jepsom	9	1	1 " (from Mar. 1, '11)	8 33
Daysville and Patchgrove	T. N. Stay	8	1	7 " (from Sept. 1, '10)	52 50
Dead Moose Lake and Lenora Lake	L. Pfefferle	12	2	12 "	195 00
Dead Moose Lake and Pilger	P. Mutter	12	1	7 " (from Sep. 1, '10)	70 00
Deer Lodge and Fenton	H. C. Adams	6	1	3 " (from Jan. 1, '11)	33 75
Delisle and Railway Station	G. Johnston	350 yds	6 & 1	212 "	190 75
Delisle and Swanson	N. Fraser	16	2	12 "	416 00
Dellwood and Watrous	D. Deller	9	1	12 "	104 00
Delmas and Railway Station	J. J. F. Poitras	970 yds	12	12 "	159 63

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Denholm and Railway Station.....	C. Fansett	186 ft.	14	12 months	182 50
Denzil and Englewood............	C. R. Rhodes. ..	17	1	1 „ (from Mar. 1, '11)	21 67
Denzil and Macklin........	T. J. Farding...	16	1	1 „ (from Mar. 1, '11)	13 00
Depew and Lockwood............	H. S. Robson. ..	13	1	12 „	110 00
Dniester and Verigin.	G. Prokapec....	12	1	12 „	156 00
Dina and Lloydminster............	F. I. Crossley ..	42	1	5 „ (to Aug. 31, '10)	230 90
Drake and Railway Station (C.P.)..	J. J. Gerbrandt.	400 ft.	12	2 „ (to May 31, '10)	41 60
do do ..	A. S. Brandon..	400 ft.	12	10 „ (from „)	208 80
Drobot and Theodore....	T. Drobot......	13	1	12 „	125 00
Duck Lake and Mistawasis........	Y. M. Forestier.	66¼	2	12 „	832 00
Duck Lake and Railway Station...	A. M. Lenglet..	⅛	14	12 „	292 00
Duck Lake and St. Louis..........	A. Ferguson....	39 & 42½	2	12 „	623 17
Dundurn and Railway Station.....	R. McCordick..	200 yds.	14	12 „	182 00
Duval and Lake Centre......	H. Churchill.. .	13½	1	12 „	150 00
Duval and Railway Station........	W. J. Reid.....	98 rods.	6	5 „ (to Aug. 31, '10)	39 00
do do	H. Churchill....	98 rods.	6 & 12	7 „ (from „)	99 50
Duval and Last Mountain.........	do	31	1	9 „ (to Dec. 31, 10)	207 57
do do	do	33	1	3 „ (from „)	73 66
Eddleston and Leslie Station... ..	J. Turnbull.....	7	1	5 „ (to Aug. 31, '10)	20 83
do do	J. P. Borgford..	7	1	7 „ (from Sep. 1, '10)	40 83
Eden Valley and Goodhue.........	J. Bradford....	7½	1	12 „	70 00
Eigenheim and Young....	F. Moellmann ..	11	1	12 „	125 00
Elbow and Railway Station.......	Mitchell and Handford.....	200 yds.	12	6 „ (to Sept. 30, '10)	157 00
do do	Anderson and Smithers. ...	200 yds.	12	6 „ (from „)	156 00
Elbow and Rosemae............	R. H. Switzer ..	17	2	3 „ (to June 30, '10)	88 25
do do	W. Hewitt.	17	2	9 „ (from „)	264 75
Elfros and Haglof....	J. R. Haglof....	6	2	12 „	156 00
Elfros and Railway Station........	J. H. Goodmundson	202 yds.	6 & 12	12 „	150 00
Elstow and Railway Station.....	R. H. Smith....	¼	12	12 „	279 10
Emmaville and Paynton	Wells Murphy Co	48	1 & 2	12 „	661 50
do do	D. Fraser.	....	.....	Special trip.............	10 00
do do	C. Taylor.......	....	......	do	10 00
Emmaville and St. Walberg.	R. Musch........	10	1	8 months (to Nov.30,'10)	66 67
Englefield and Railway Station....	H. Nordick.....	75 yds.	12	12 „	281 70
Enid and Headlands.........	G. Frey	6½	1	12 „	60 00
Esk and Railway Station.....	R. E. Stewart ..	200 yds.	2 & 3	9 „ (from July 1, '10)	28 50
Ethelton and Flett's Springs	J. Morrow......	5	2	12 „	120 00
Evesham and Macklin......	A. R. Bell.....	7½	1	1 „ and 15 days (to May 15, '10)...	8 04
Evesham and Railway Station.....	A. R. Bell. ..	300 yds.	6	10 „ and 16 days(from May 15, '10)...	55 00
Farmingdale and Nut Lake........	F. L. Hand.....	11	1	12 „	125 00
Fenton and Railway Station.......	T. A. T. Adams.	220 yds.	6	12 „	60 00
Fenton and Red Deer Hill.........	H. Adams......	17½	2	8 „ (from Aug. 1, '10)	197 33
Fielding and Railway Station......	R. L. Harrop...	¼	12	6 „ (to Sept. 30, '10)	93 60
do do	S. W. Prevost ..	¼	12	6 „ (from do)	93 60
Fielding and Sonningdale...... ...	G. Thurston.. .	14	1	4 „ (to July 31, '10)	69 33
Fir Ridge and Prince Albert.......	E. Spencer.. ...	18	1	12 „	156 00
Fishing Lake and Leslie Station...	S. D. B. Stephenson...... ...	13	2	3 „ (to June 30, '10)	63 13
Flett's Springs and Melfort.......	N. N. Anderson	15	2	12 „	260 00
Flett's Springs and St. Brieux.....	J. Carpentier..	16	2	12 „	233 00
Floral and Railway Station........	F. J. Searles....	250 yds.	6	12 „	128 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Foam Lake and Pruden	J. Bray	24 & 28	1 & 2	12 months	541 76
Foam Lake and Quill Plain	F. O. Ward	11½	2	12 „	250 00
Foam Lake and Railway Station	J. Bray	¼	6& 12	12 „	300 00
Forest Bank and Waseca	W. L. Pike	8½	1	12 „	100 00
Forest Hall and North Battleford	W. T. Lamb	13	1	12 „	130 00
Formby and Wardenville	W. A. McCullough	8	1	4 „ (from Dec. 1, '10)	34 67
Fort à la Corne and Kinistino	E. E. Engen	35	1	12 „	298 00
Fort Pelly and Kamsack	E. A. W. R. McKenzie	17	1	12 „	181 00
Fort Pelly and Racing Lake	A. M. Kilderman	12	1	12 „	125 00
Fort Pitt and Onion Lake	M. G. Williams	10	1	4 „ (from Dec. 1, '10)	30 33
Fortune and Rosetown	J. Crawford	5	2	12 „	78 00
Fulda and Humboldt	E. Katthoff	18	2	10 „ (to Jan. 31, '11)	312 50
do do	G. Schmidt	18	2	2 „ (from „)	49 83
Fulda and Pilger	P. Mutter	11	1	5 „ (to Aug. 31, '10)	50 00
Fulda and Willmont	P. Sand	6	2	12 „	149 00
Garnock and Jasmin	E. F. Graham	7	1	12 „	65 00
Gillies and Marcelin	H. Gillies	6	2	12 „	91 00
Girvin and Railway Station	J. A. Palmer	200 yds.	14	3 „ (to June 30, '10)	36 40
do do	A. Murdoch	200 yds.	14	9 „ (from „)	109 60
Girvin and Sprattville	A. E. Spratt	12	2	12 „	200 00
Gladwin and Theodore	S. G. Gould	24	1 & 2	9 „ (to Dec. 31, '10)	250 00
do do	P. Hoy	24	2	3 „ (from „)	100 00
Glaslyn and Stoney Lake	E. D. Hoskins	10	1	3 „ (from Jan. 1, '11)	26 00
Gledhow and Swanson	B. E. Spurling	21	1 & 2	12 „	373 50
Glenbush and Medstead	S. Perry	6	1	3 „ (from Jan. 1, '11)	15 00
Glenbush and North Battleford	F. G. Gristwood	43½	1	12 „	300 00
Glengarry Plains and Wiggins	D. H. Ferguson	11	1	12 „	116 00
Glenhurst and Winton Hill	E. C. Anderson	5½	1	12 „	50 00
Glenhurst and Zealandia	L. Fisher	14	2	12 „	350 00
Glenside and Railway Station	D. Campbell	120 yds.	6 & 12	12 „	123 60
Golburn Valley and Sylvania	W. Ratcliffe, sr.	5	1	12 „	60 00
Govan and Railway Station	T. Hutchinson	250 yds.	12	12 „	469 50
Grandora and Railway Station	K. Forgersen	150 yds.	6	12 „	78 25
Green Lake and Meadow Lake	J. Evans	45	mthly	3 „ (from Jan. 1, '11)	45 00
Green Lake and Mistawasis	P. M. Morin	124	mthly	1 „ (to April 30, '10)	25 00
Greystone and Petrofka	R. B. Horner	8	1	12 „	90 00
Grosswerder and Macklin	J. Schaechtel	17	1	11 „ (to Feb. 28, '11).	165 00
Guernsey and Railway Station	J. J. Erskine	150 yds.	12	12 „	156 50
Guestwick and Maidstone	D. Hughes	10½	1	5 „ (from Nov. 1, '10)	35 42
Guestwick and Standard Hill	T. Nairn	14	1	5 „ (from „)	41 67
Hague and Railway Station	D. J. Klassen	¼	14	12 „	109 50
Hanley and Railway Station	F. Hazel	150 yds.	11	12 „	233 32
Harris and Piche	J. Elder	12	1 & 2	12 „	121 25
Harris and Pollockshaws	D. Lumby	10	1	3 „ (to June 30, '10)	25 00
Harris and Railway Station	Miscampbell & Vance	200 yds.	6 & 12	12 „	214 20
Hartsburg and Howiedale	A. N. McLean	20	1	9 „ (to Dec. 31, '10)	189 72
Hawarden and Railway Station	J. B. Muter	250 yds.	6 & 12	12 „	154 50
Hawarden and Norrishville	W. H. Norrish	9	1	10 „ (from June 1, '10)	66 67
Hazel Dell and Invermay	A. Campbell	18	1	5 „ (to Aug. 31, '10)	65 00
do do	O. A. Studelin	18	1	7 „ (from „)	104 42
Hepburn and Railway Station	R. R. Hepburn	75 yds.	6	2 „ and 15 days to Sept. 30, '10)	16 25
do do	H. W. Friesen	75 yds.	6	9 „ and 15 days from Sept. 30, '10)	39 00
Highclere and Ragmore	G. H. Burrows	6	1	6 „ and 15 days (to Oct. 15, '10)	43 26

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.		Amount.
						$ cts.
Hilldrops and Shellbrook	R. Armstrong	9	1	12	months	90 00
Hillsley and Humboldt	D. L. Schultz	22	2	12	"	318 00
Holar and Leslie Station	J. Stephenson	7	2	12	"	191 30
Hoodoo and Leofeld	B. Olivier	12	1	12	"	120 00
Hoodoo and Reynaud	J. Reynaud	9	1	12	"	100 00
Hoodoo and St. Benedict	A. Hessdorfer	7½	1	3	" (from Jan. 1, 11)	17 33
Howell and Railway Station	L. L. Lemyre	$\frac{1}{16}$	12	12	"	156 49
Howiedale and Kerr Robert	A. N. McLean	20	1	3	" (from Jan. 1. '11)	71.08
Hudson Bay Junction and Railway Station	C. H. Fleming	1	8 & 14	9	" (to Dec. 31, '10)	126 75
do do	E. H. Almond	1	14	3	" (from ")	68 25
Humboldt and Railway Station	R. Wepkey	400 yds.	14	12	"	233 33
Huran and Maidstone	C. H. Peterson	15	1	7	" (to Oct. 31, '10)	81 67
do do	F. Chiverton	15	1	5	" (from ")	53 33
Hurton and Watrous	R. W. Wilson	13	1	12	"	136 36
Ile à la Crosse and Mistawasis	P. M. Morin	244	mthly	12	"	605 00
Insinger and Lawrie	W. Paley	4	2	12	"	52 00
Insinger and Railway Station	A. C. Mechelson	263 yds.	6 & 12	12	"	106 50
Invermay and Railway Station	S. G. Meredith	100 yds.	12	12	"	109 55
Invermay and Sheho	W. Porter	20	2	2	" and 14 days (to June 14, '10)	54 28
Invermay and Sluggett	C. Sluggett	26	1	4	" (to July 31, '10)	99 00
Ituna and Tullymet	B. F. Woolford	14	2	6	" (from Oct. 1, '10)	127 50
Jack Fish Lake and North Battleford	T. Duhaime	36½	2	12	"	1,058 60
Jansen and Nealdale	B. K. Hubbard	36	1	6	" (to Sept. 30, '10)	104 00
do do	E. J. Symons	36	1	6	" (from ")	104 00
Jansen and Railway Station	do	⅛	6 & 12	12	"	150 00
Jasmin and Railway Station	H. Jarvis	100 yds.	6 & 12	6	" (to Sept. 30, '10)	35 10
do do	W. A. Sawyer	100 yds.	12	6	" (from ")	78 00
Juniata and Railway Station	J. B. King	200 yds.	6 & 12	12	"	81 90
Kamsack and Mulock	J. Thomas	15	1	12	"	164 67
Kamsack and Neewin	J. C. Murray	45	1	12	"	447 16
Kamsack and Railway Station	H. Harvey	400 ft.	14	9	" to Dec. 31, '10	187 50
do do	O. Sauvé	400 ft.	14	3	" (from ")	60 00
Keatley and New Ottawa	R. McBlain	13	2	12	"	190 00
Keatley and Wanganni	do	8	1	12	"	85 00
Kelliher and Model Farm	I. Schwartz	23	1	7	" (from Sep. 1, '10)	151 67
Kelvington and Nut Lake	A. Adams	12	1	12	"	78 00
Kelvington and Nut Mountain	A. Peterson	10	1	12	"	75 00
Kelvington and Wadena	J. Heffern	29	2	12	"	605 84
Kenaston and Railway Station	T. C. Haygarth	133 yds.	12	12	"	156 00
Kensmith and Matcham	T. D'Arcy	15½	1	7	" to Oct. 31, '10	58 33
Keppel and Railway Station	L. Nimmo	250 yds.	6	6	" to Sept. 30, '10	39 25
do do	A. Linklater	250 yds.	6	6	" (from ")	39 00
Kermania and Lac Vert	J. Archibald	8	1	12	"	80 00
Kindersley and Scott	A. A. Cummings	96½	1	4	" to July 31, '10, and arrears	734 67
Kinistino and Meskanaw	H. H. Heycock	16	1	9	" to Dec. 31, '10	112 32
do do	W. Drever	16	2	3	" (from ")	78 00
Kinistino and Railway Station	C. S. Lowrie	¼	6 & 12	12	"	241 61
Kinistino and Weldon	T. Pringle	7	1	8	" to Nov. 30, '10	53 33
Kirkpatrick and Macdowall	A. H. Smith	13	2	12	"	300 00
Knoxville and Young	J. A. Knox	8	1	5	" (from Nov. 1. '10)	31 25
Kuroki and Railway Station	T. J. E. Oats	100 yds.	2	12	"	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Kylemore and Railway Station	A. E. Webb	100 yds.	14	3 mos. to June 30, '10	21 88
do do	M. D. Van Patten	100 yds.	14	9 " (from ")	65 62
Lac Vert and Pleasant Dale	B. Sheere	8	1	12 "	89 00
Lac Vert and Spalding	T. Erwin	10	2	12 "	270 00
Ladstock and Model Farm	H. Hoover	7	1	5 " to Aug. 31, '10	33 33
Laird and Rosthern	J. J. Dyck	14½	1	3 " and 16 days to July 16, '10	19 08
do do	C. Regier	14½	1	3 " to July 31, '10	23 50
Laird and Railway Station	do	250 yds.	6	8 " and 15 days from July 17, '10	55 25
Landis and Pinwherry	A. Jamieson	10	1	8 " to Nov. 30, 10	86 67
Landrose and Marshall	W. Roseland	9	1	12 "	80 00
Langham and Park	J. M. Dawson	12	1	1 " and 15 days to May 15, '10	19 16
Langham and Railway Station	A. C. Adamson	200 yds.	12	12 "	156 50
Lanigan and McGuire	W. Rachel	11	1	12 "	100 00
Lanigan and Railway Station	A. F. Clemie	⅛	24	7 " to Oct. 31, '10	176 50
do do	H. A. Climie	⅛	24	5 " (from ")	150 40
Larsen and Outlook	T. E. Gray	15 & 18	1	2 " to May 31, 10	48 85
Lashburn and Marsden	F. B. Graham	38	1	12 "	463 34
Lashburn and Miller	J. Price	7	1	4 " to July 31, '10	33 33
Lashburn and Railway Station	A. B. Klombies	15 yds.	14	12 "	365 00
Lashburn and Westdyke	C. H. W. Westdyke	15	1	8 " (from Aug. 1, '10)	93 33
Last Mountain and Serath	J. Bishop	7	1	4 " (from Dec. 1, '10)	23 32
Laura and Railway Station	C. A. Osborne	200 yds.	6 & 12	6 " to Sept. 30, '10	41 40
do do	J. McCurdy	200 yds.	12	6 " (from ")	51 45
Leofeld and St. Benedict	A. Hesdorfer	19½	1	12 "	192 34
Leofeld and St. Meinrad	C. H. Sheve	7½	2	6 " to Sept. 30, '10	42 50
Leofeld, Wakaw and St. Julien	G. H. Henning	10 and 17½	2 & 1	6 " (from Oct. 1, '10)	225 00
Leross and Railway Station	L. Goncyz	300 yds.	6	5 " and 3 days to Aug. 3, '10	19 65
do do	R. G. Barne	300 yds.	12	4 " and 28 days to Dec. 31, '10	54 50
do do	F. Brazier	300 yds.	12	3 " (from ")	46 20
Leslie Station and Railway Station	C. A. Clark	¼	6 & 12	12 "	136 30
Leslie Station and Wadena	H. Milligen	25	2	9 " (from July 1, '10)	273 00
Lewiswyn and Raymore	W. Lewis	6	1	12 "	95 00
Lloydminster and Onion Lake	C. Parenteau	39½	2	12 "	599 94
Lloydminster and Railway Station	J. Barrette	150 yds.	14	12 "	292 00
Lockwood and Macfarlane	S. Brohman	6	2	12 "	156 00
Lockwood and Railway Station	do	200 yds.	12	12 "	187 80
Loreburn and Railway Station	E. T. Child	200 yds.	12	12 "	187 70
Lornhill and Seamans	J. D. Little	8	1	9 " to Dec. 31, '10	75 00
Lost River and Nepawin	D. E. Closs	6⅓	1	12 "	50 00
Lost River and Star City	do	35⅓	1	12 "	350 00
Luxemburg and New Ottawa	E. Beaudin	8	2	12 "	185 00
McDonald's Hills and South Touchwood	T. Wakeman	6	1	5 " (from Nov. 1, '10)	25 60
Macdowall and Railway Station	E. McK. Ellis	200 yds.	12	12 "	219 10
MacKinnon and Plenty	J. Fridgen	29½	1	2 " from Feb. 1, '11	54 73
Macklin and Railway Station	H. G. Malloy	300 yds.	6 & 12	10 " and 16 days from May 16, '10	133 25
Macklin and Stainsleigh	M. F. McHale	22	2	1 month & 16 days (to May 16)	62 55

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Maidstone and McLaren	D. Hughes......	17½	1	7 mos. (to Oct. 31, '10)..	78	75
Maidstone and Railway Station....	W. Small.	40 yds.	14	4 " (to July 31, '10).	91	50
do do	J. Dye	40 yds.	14	8 " (from ").	182	25
Margo and Railway Station	S. Barth	¾	6	9 " (to Dec. 31, '10).	117	38
do do	C. Degallier	¾	12	3 " (from ").	26	95
Margo and Sluggett...............	C. Sluggett	28	1	3 " (to Oct. 31, '10).	49	50
do do	do	30	1	6 " (from ").	169	33
Marriot and Ubley	L. L. Parney ...	6½	1	3 " (to Nov. 30, '10).	16	25
Marshall and Railway Station.....	A. M. Smith.. .	140 yds.	12	12 "	187	80
Matcham and Railway Station.....	T. Matcham....	½	6	6 " (to Sept. 30, '10).	58	50
Maymont and New Ottawa	H. Johnston....	19	2	6 " (to Sept. 30, '10).	240	00
do do	J. Campbell	19	2	6 " (from ").	205	00
Maymont and Railway Station	R. McLaren ...	200 yds.	14	12 "	250	00
Maymont and Sonningdale	H. Johnston ...	18	1	8 " (from Aug. 1, '10)	164	67
Melfort and Railway Station	A. E. Wild.....	200 yds.	6&12	12 "	312	75
Melfort and South Melfort	R. B. Harley....	11	2	12 "	250	00
Meota and North Battleford.	G. Douglas......	19	1	10 " (to Jan. 31, '11).	191	17
Mervin and Spruce Bluff	H. J. Spice.....	15	1	10 " (from June 1,'10)	125	00
Middle Lake and Piljer	G. Kawn..	9½	1	12 "	100	00
Mikado and Railway Station	O. R. Hammell..	650 yds.	3	12 "	78	00
Mirror and Viewfair..	H. Shaver	8	1	12 "	75	00
Mistatim and Railway Station. ...	M. J. O'Connell.	⅛	6&12	12 "	1	33
Mistawasis and Mont Nebo	J. M. Camerom.	11	1	3 " 21 days (to July 21, '10).......	22	72
Morwick and Pleasant Valley	J. Scott	8	1	12 "	97	50
Mozart and Railway Station.	T. Laxdall......	200 yds.	6&12	12 "	95	62
Muenster and Railway Station	H. Bruning. ...	850 yds.	12&14	9 " (to Dec. 31, '10).	158	87
do do	J. Manor.......	850 yds.	14	3 " (from ").	63	00
Mullingar and North Battleford...	F. E. Comerford	38&47	1	12 "	542	99
Naisberry and Railway Station....	A. L. B. Nicholson..........	100 yds.	6	12 "	39	11
Naseby and Railway Station	T. T. Matcham..	½	6	6 " (from Oct. 1, '10)	58	50
Narrow Lake and Wilkee	F. W. Rowe....	12	1	4 " (to July 31, '10).	65	00
Netherton and Sheho.............	J. Laird........	8	1	10 " 15 days (from June 16, '10)..	59	54
Neshem and South Valley.........	O. N. Johnson .	5½	1	4 " (from Dec. 1,'10)	13	33
Nipawin and Ravine Bank	D. E. Closs.....	8	1	3 " (from ").	15	00
Nokomis and Railway Station.....	J. Meikle.......	¼	12	7 " (to Oct. 31, '10)..	183	00
do do	A. Perkins......	¼	12	5 " (from ").	130	00
Nokomis and Richfarms	J. Meikle. .. .	8	1	7 " (to Oct. 31, '10).	91	00
do do	A. Perkins......	8	1	5 " (from ").	65	00
Nokomis and Watertown.... ...	J. Meikle.	21&25	2	7 " (to Oct. 31, '10).	303	15
do do	A. Perkins......	25	2	5 " (from ").	218	75
Normanton and Perdue	S. Jackson......	6	2	12 "	130	00
North Battleford and Ry. Station..	A. Leask........	300 yds.	14	12 "	547	50
North Battleford and Roecliffe	J. Parker.	12	1	12 "	100	00
Nunabor and River Course	J. C. Reynolds..	7	1	12 "	50	00
Nutana and Patience Lake........	H. Sanderson ..	16	1	2 " (from Feb. 1,'11)	9	17
Nutana and Saskatoon	Holmes&Benson	1	12	12 "	400	00
Oldbury and Richard	W. Phillips.....	9	1	12 "	92	75
Oliver and Wiggins	J. McKinney ...	12&16	2	12 "	374	40
Oliver and Zealandia.............	W. I. Russell...	30	2	10 " (to Jan. 31, '11).	924	00
do do	R. Crossland...	49½	2	2 " (from ").	138	33
Orcadia and Railway Station	F. R. Knight....	¼	6&12	9 " (to Dec. 31, '10).	106	25
do do	D. A. Robertson	¼	12	3 " (from ").	37	50
Ormaux and Shellbrook............	J. Lemay.......	50	1	8 " 10 days (from July 22, '10)..	415	76

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Osler and Railway Station	J. S. Grant	⅛	12	12 months	109 20
Outlook and Railway Station	J. B. Rice	200 yds.	12	12 "	469 50
Ovenstown and Phippen	A. E. Palmer	24	2	10 " 16 days (from May 16, '10)	477 62
Ovenstown and Tako	do	31⅕	2	1 " 16 days (to May 16, '10)	98 90
Parkerton and Peacock	G. S. Freeman	39	1	12 "	205 00
Parkside and Wingard	A. McKay	22	2	12 "	375 00
Paswegan and Railway Station	G. F. Gillespie	160 ft.	6	12 "	62 60
Paynton and Railway Station	D. Hayes	300 yds.	14	12 "	364 00
Paynton and Wilbert	E. Duvall	42½	2	3 " (to June 30, '10).	156 25
Pelly and Railway Station	M. N. Campbell	¼	4&6	12 "	121 50
Perdue and Railway Station	J. Worthington	½	6&12	9 " 25 days (from June 25, '10)	285 00
Perdue and Stoneyroyd	do	30¼	1	12 "	140 00
Petrofka and Waldheim	J. E. Veir	12	2	12 "	230 00
Phippen and Railway Station	W. H. Dure	300 yds.	6&12	10 " 16 days (from May 16, '10)	94 75
Piché and Valley Centre	W. Murphy	9	1	4 " (from Dec. 1, '10)	34 67
Plunkett and Railway Station	H. Brumwell	350 yds.	6&12	12 "	95 20
Prince Albert and Lac La Rouge	Hudson's Bay Co	200 w. 252 s.	m'thly	12 "	560 00
Prince Albert and Puckahn	B. Brewster	36½	2	4 " (to July 31, '10).	228 12
Prince Albert and Railway Station.	R. Stanley	¼	6&12	6 " (to Sept. 30, '10).	117 38
do do (C.N.)	H. G. Cotton	¼	6&12	6 " (from ").	117 00
do do	W. McDonald	¼	14	12 "	447 32
Prince Albert and Shell Brook	B. Fidley	39	2	7 1 and 24 dys. (to Nov. 24, '10)	746 87
Prince Albert and Spruce Home	O. H. Granum	11 W. 20 S.	1	12 "	200 00
Prince Albert and Street Letter Boxes	W. McDonald	9¼	12	6 " (to Sept. 30, '10).	369 34
do do	H. G. Cottam	13	14	6 " (from .).	360 00
Punnichy and Wynot	T. Motherwell	48	2	2 " (to May 31, '10)	90 00
do do	J. La Rogue	50	2	10 " (from ").	404 69
Quill Lake and Railway Station	R. Bannatyne	160 yds.	12	12 "	250 40
Quinton and Railway Station	S. Belauss	200 ft.	6 & 12	3 " and 17 days (to July 17, '10)	15 60
do do	C. Lange	200 ft.	12	3 " and 21 days (to Nov. 7, '10)	29 10
do do	S. Belauss	200 ft.	12	5 " and 20 dys. (from Nov. 7, '10)	52 60
Quinton and Wolfsheim	F. Semberlich	4	1	12 "	80 00
Radisson and Railway Station	J. E. Baker	500 ft.	14	12 "	233 33
Radisson and Rosewell	C. E. Dublin	16	1	8 " (to Nov. 30, '10).	63 33
do do	T. A. Fisher	17	1	4 " (from ").	31 67
Rama and Railway Station	J. A. Berge	100 yds.	6	1 " and 25 days (to May 25, '10) .	7 55
do do	L. T. Richardson	2	6	4 " and 16 dys. (from Nov. 15, '10)	29 50
Reihn and Yorkton	A. Weinmaster.	20	1	12 "	208 00
Reford and Railway Station	R. W. Mutchmor	150 yds.	6 & 12	12 "	74 70
Ridgedale and Tisdale	P. Campbell	20	1	12 "	250 00
Rokeby and Railway Station	A. H. Walker	140 yds.	12	12 "	156 50
Rosetown and Railway Station	E. J. Heartwell.	300 yds.	6 & 12	2 " (to May 31, '10).	16 50
do do	J. Torry	300 yds.	12	10 " (from ").	143 70

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rosthern and Railway Station	W. Rempel	⅛	14	12 months	364 50
Rosthern and Waldheim	D. Neufeld	16	2	3 „ and 16 days (to July 16, '10)	49 89
Ruddell and Railway Station	R. E. Lowry	65 yds.	14	12 „	182 50
Runnydale and Railway Station	A. W. Johnson	200 yds.	3	12 „	46 80
Rutland Station and Railway Sta.	T. O. Gwartney	1,000yds	3	5 „ (from Nov. 1,'10)	32 50
St. Brieux and Tilly	Y. Rohel	10	1	12 „	90 00
St. Dennis and Vonda	L. Denis	10	1	12 „	99 00
St. Gregor and Railway Station	R. J. Ries	75 yds.	6	12 „	52 00
Saline Creek and Seamans	G. Farrish	15	1	5 „ (to Aug. 31. '10)	77 08
Saskatoon and Railway Sta. (C.N.)	Saskatchewan Cartage and Warehouse Co	100 yds.	32	12 „	490 50
do do (G.T.P.)	Saskatoon Forwarding and Storage Co.	3½	6 & 14	12 „	975 00
do do (C.P.)	Saskatoon Forwarding and Storage Co.	¾	12 & 24	12 „	1,024 00
Saskatoon and Street Letter Boxes	Saskatoon Forwarding and Storage Co.	5	12	12 „	300 00
Saxby and Viscount	W. L. Savage	10	1	12 „	98 00
Senlac and Railway Station	A. J. Edmonds	300 yds.	6	7 „ (from Sept. 1,'10)	45 64
Sheho and Railway Station	N. D. Currie	275 yds.	6 & 12	12 „	149 50
Shell Brook and Railway Station	T. Morton	¼	4	1 „ and 6 dys. (from Nov. 25, '10)	29 60
Shell Brook and Wild Rose	D. R. Ford	15	1	4 „ and 5 dys. (from Nov. 26, '10)	50 01
Shillingthorpe and Togo	G. H. E. Mapleton	20	1	12 „	195 00
Silver Park and South Melfort	D. G. McAllister	10	2	12 „	234 00
Silver Stream and Tisdale	J. E. Ford	27½	2	12 „	437 55
Spalding and Watson	J. C. Guittard	21	2	12 „	500 00
Springside and Railway Station	F. H. Willis	500 yds.	6 & 12	12 „	179 40
Springside and Whitesands	W. G. Davis	8	1	6 „ (to Sept. 30,'10)	67 50
do do	F. H. Willis	8	1	6 „ (from „)	65 00
Star City and Railway Station	W. Starkey	20 rods	6 & 12	12 „	208 00
Starleigh and Stornoway	M. A. Matheson	9	1	11 „ (to Feb. 28, '11)	59 58
Starview and Wilkie	E. E. Porter	18	1	5 „ (to Dec. 31, '10)	109 17
do do	F. W. Morton	18	1	3 „ (from „)	65 00
Strongfield and Railway Station	A. Middlemiss	200 yds.	6 & 12	3 „ (to June 30, '10)	37 00
do do	W. S. Smith	200 yds.	12	9 „ (from „)	117 50
Sutherland and Railway Station	F. A. Creasy	500 yds.	6 & 12	12 „	195 60
Tako and Railway Station	J. Lockerbie	200 yds.	6 & 12	12 „	81 90
Tessier and Railway Station	G. Shatilla	250 yds.	6 & 12	12 „	190 75
Theodore and Railway Station	A. C. Tracy	300 yds.	6 & 12	12 „	149 50
Tiny and Railway Station	C. R. Myers	600 ft.	6	9 „ (to Dec. 31. '10)	36 00
do do	A. Parkhurst	600 ft.	6	3 „ (from „)	26 95
Tisdale and Railway Station	J. W. Markle	300 yds.	6 & 12	12 „	208 50
Tisdale and Willow Hill	E. Bray	16½	1	12 „	204 75
Togo and Railway Station	R. F. Painter	200 yds.	14	12 „	300 00
Traynor and Railway Station	S. A. Kilgore	300 yds.	6	6 „ (to Sept. 30, '10)	39 25
do do	W. N. Edwards	300 yds.	6	6 „ (from „)	39 00
Tuffnell and Railway Station	C. Woodhead	250 yds.	6	12 „	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Saskatoon Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Valparaiso and Railway Station...	C. E. Green....	1	6	12 months.............	115 66
Vance and Railway Station........	F. Lawrence....	40 yds	6	10 " and 16 dys (from May 16 '10)..	27 50
Vanscoy and Railway Station.....	J. Smart..	150 yds.	6 & 12	12 "	81 75
Vera and Railway Station	E. A. Johnston.	1¼	6	3 " (from Jan. 1, '11)	19 56
Verigin and Railway Station	J. A. Whelham.	150 ft.	14	12 "	116 64
Viscount and Railway Station.....	E. Comeault....	100 yds.	12	12 "	250 40
Vonda and Railway Station........	N. McLean.....	⅛	12	8 " (to Nov 30, '10).	119 84
do do	E. Clark.......	⅛	12	4 " (from ")..	83 20
Wadena and Railway Station	I. Olafson......	⅛	14	6 " (to Sep 30, '10).	87 50
do do	F. E. Vatnsdal .	⅛	14	6 " (from ")..	162 50
Waldheim and Railway Station...	J. A. Funk.....	150 yds.	6	8 " and 15 dys. (from July 17 '10)...	55 00
Warmon and Railway Station......	P. Gowans......	900 yds.	14&28	12 "	416 42
Waseca and Railway Station	W. Goodridge..	100 yds.	12	12 "	219 10
Watson and Railway Station......	F. J. Vossen, Jr	100 yds.	12	12 "	234 75
Wilkie and Railway Station........	A. McTavish....	500 yds.	6	1 " (to Apl. 30, '10).	13 00
do do	Turnbull Bros ..	500 yds.	6, 12 & 18	11 " (from ")...	327 60
Willow Brook and Yorkton.......	J. B. Ball	15	2	3 " (to June 30, '10).	78 00
do do	H. G. Ball......	15	2	9 " (from ")..	234 00
Wolfe and Railway Station..	A. H. Cushing..	200 yds.	6	12 "	78 25
Wynyard and Railway Station	F. W. Rowe....	150 yds.	6 & 12	12 "	150 00
Yorkton and Railway Station......	D. R. Ball......	⅛	18 & 24	12 "	367 47
Young and Railway Station..	C. E. Mattenly..	300 ft.	6 & 12	9 " (to Dec. 31, '10).	58 80
Zealandia and Railway Station....	W. I. Russell...	100 yds.	6 & 12	10 " (to Jan. 31, '11).	239 00
do do	R. Crossland....	100 yds.	6 & 12	2 " (from ")..	27 90
Zelma and Railway Station........	T.A.S. Campbell	300 yds.	6 & 12	12 "	97 30
				Total...	82,249 59

APPENDIX B—*Continued.*

CALGARY POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Acme and Carbon	A. Reid	17	3	3 mos. and 16 days (from Dec. 15, '10)	166 62
Acme and Railway Station	H. Mawhinney	400 yds.	6 & 12	4 " and 12 days (to Jan. 31, '11)	69 30
do do	C. S. James	400 yds.	12	2 " (from ")	40 80
Acme and Sunnyslope	A. B. Laight	21	3	3 " and 17 days (from Dec. 15, '10)	230 00
Acme and Three Hills	W. K. Evans	44	3	3 " "	276 00
Airdrie and Irricana	A. R. Parks	20	1	5 " and 18 days (to Sept. 18, '10)	96 00
Airdrie and Railway Station	W. Downie	¼	12	12 "	259 40
Albion Ridge and Noble	D. J. Davis	12⅓	2	4 " (from Dec. 1, '10)	75 00
Albion Ridge and Rocky Coulee	E. Lynn	17½	1	8 " (to Nov. 30, '10)	96 66
Aldersyde and Railway Station	E. W. Bricker	200 yds.	18	12 "	100 00
Altorado and Masinasin	E. Hutchins	27	1	8 " (to Jan. 15, 10)	167 02
Altorado and Warner	G. Quick	51	1	2 " and 16 days (from Jan. 15, '10)	75 83
Arrowwood and Gleichen	G. C. House	16	1	1 " (to April 30, '10)	14 58
do do	do	19½	1	5 " (to Sept. 30, '10)	88 85
do do	S. Harrow	19½	1 & 2	6 " (from ")	195 47
Baker and Railway Station	Sundry persons	20 yds.	12	6 " (to Sept. 30, '10)	0 50
do do	G. Arnold	150 yds.	12	6 " (from ")	0 50
Banff and Railway Station	C. E. Stenton	1	14 & 28	12 "	472 36
Bankhead and Railway Station	D. M. Soole	2½	14 & 28 & 21	12 "	507 90
Barney and Taber	J. Brewer	20	1	5 " and 17 days (from Oct. 15, '10)	68 88
Barnwell and Elcan	A. J. Williams	2¼	6	12 "	150 00
Barnwell and Railway Station	H. C. Beckners	200 yds.	7	12 "	85 41
Baronet and High River	E. C. Sanders	14	1	5 " and 10 days (to Oct. 10, '10)	11 09
Barons and Railway Station	H. G. Murray	700 ft.	6	3 " (to June 30, '10)	19 50
do do	P. Wendelboe	700 ft.	6	9 " (from ")	58 50
Barrhill and Carmangay	C. Baker & Son	21	2	12 "	500 00
Bassano and Catch Post	H. Buckingham	⅛	14		140 00
Bassano and Chinook	C. E. Neff	100	1	12 months and arrears	1,455 54
Bassano and Fieldholme	A. M. McGregor	30	1	2 " and 16 days (from Jan. 16, '11)	108 33
Bassano and Hand Hills	J. P. McBeath	64	1	5 days (from Mar. 27, '11)	12 50
Baynes Lake and Railway Station	W. H. Griffith	1	12	12 months	120 00
Bearberry and Sundre	W. Battensby	17	1	3 " (to June 30, '10)	32 50
do do	J. McIntosh	14	1	9 " (from ")	117 00
Beaver and Railway Station	A. Wilkinson	¼	12	12 "	65 00
Beiscker and Crossfield	P. H. Black	21	1	5 " and 18 days (to Sept. 18, '10)	32 00
Beiscker and Railway Station	do	200 yds.	6 & 12	6 " and 12 days (from Sept. 18, '10)	64 00
Bellevue and Hillcrest Station	T. M. Burnett	½	12	8 " (from Aug. 1, '10)	313 50
Bergin and Elkton	C. J. Erickson	9	2	12 "	150 00
Big Prairie and Creemona	J. E. Tilleard	9	1	11 " (to Feb. 28, '11)	68 75
do do	do	9	2	1 " (from ")	12 50
Big Stone and Chinook	P. Brietzke	26	1	1 " (from Mar. 1, '11)	16 66
Blairmore and Railway Station	H. E. Lyon	100 ft.	14	12 "	365 00
Blooming Prairie and Fox Coulee	F. J. Davis	8	1	9 " (to Dec. 31, '10)	29 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Boundary Creek and Cardstone	T. Archibald	15	1	12 "	177 55
Bowden and Mountain House	E. B. Watson	18	1 & 2	12 "	140 83
Bowden and Railway Station	E. A. Shenfield	100 yds.	24	12 "	287 96
Bowell and Catch Post	E. P. M. Butlers	300 yds.	7	12 "	85 00
Bowville and Optic	M. Parks	10½	1	14 days (to April 14, '10).	4 23
Bow Island and Catch Post	J. W. Hopkins	¼	14	12 months	182 48
Bow Valley and Stavely	J. Aiken	14	1	6 " (from Oct. 1, '10).	52 00
Brant and Hearnleigh	E. Hearn	19½	1	9 " (to Dec. 31, '10)	130 46
do do	do	23½	1	3 " (from ")	51 40
Brant and High River	H. S. Parker	23	3	12 "	663 00
Brant and Loma	G. Elliot	9½	1	12 "	133 46
Brickburn and Catch Post	D. H. Little	100 yds.	6	6 " and 17 days (from Aug. 15, '10)	0 63
Brocket and Railway Station	F. G. Leonard	300 yds.	6	6 " (to Sept. 30, '10)	23 55
do do	M. Harrad	300 yds.	6	6 " (from ")	23 40
Brooks Station and Eyremore	W. T. P. Eyres	36	2	12 "	650 00
Brooks Station and Parvella	P. Eide	60	1	8 " (to Nov. 30, '10)	333 33
do do	J. Gregory	60	1	1 " and 30 days (to Jan. 30, '11)	166 66
do do	C. J. Blazier	60	1	2 " and 1 day (from Jan. 30, '11)	208 33
Brooks Station and Railway Station	J. H. Binns	400 ft.	12	12 "	156 50
Brunetta and Kirmondale	G. R. Plumb	15	1 & 2	12 "	190 66
Bulls Head and Catch Post	P. M. Olson	250 ft.	7	12 "	75 00
Burdett and Catch Post	J. Donaldson	250 yds.	14	12 "	365 00
Burmis and Railway Station	D. D. Dewey	2,000 ft.	6	6 " (from Oct. 1, '10).	39 00
Burnt Lake and Solheima	S. Johnson	5	2	12 "	78 00
Calgary, Special Christmas Delivery	M. Gainor				25 00
Calgary, Conveyance of Letter Carriers	City of Calgary	12		12 months	300 00
Calgary and Freshfield	J. H. Johnson	17	2	12 "	331 76
Calgary and Jumping Pond	L. D. Nicoll	28	2	12 "	559 25
Calgary and Millarville	J. T. Waite	28 & 36	2 & 1	12 "	722 18
Calgary and Railway Station	M. Gainor	¼	78 & 96	12 "	2,775 60
Calgary and Simons Valley	W. E. Simons	16	3	12 "	470 29
Calgary and Street Letter Boxes	M. Gainor	12½	1 & 2	4 " and 8 days (to Aug. 8, '10)	311 83
do do	do	16½	2	7 " and 23 days (from Aug. 8, '10)	1,128 32
Calgary and Exhibition Letter Box	do		2	36 trips	5 40
Calgary and Sub-Offices 1-3-4	do	1½ & 3¼	12 & 6	3 mos. (to June 30, '10)	97 50
Calgary and Sub-Office 6	R. A. Fisher	1½	6	6 " (to Sept. 30, '10)	75 00
do do	W. S. Low	1½	6	6 " (from ")	75 00
Canmore and Railway Station	J. Carroll	1⅓	14	12 "	365 00
Carbon and Didsbury	H. Metcalfe	111¼	2	8 " and 14 days (to Dec. 4, '10)	1,129 41
Carbon and Fox Coulee	R. O. Gore	24	1	11 " (to Feb. 28, '11)	275 00
Carbon and Munson	do	26	2	1 " (from ")	50 00
Cardston and Hill Spring	W. O. Lee	30	1	2 " (from Feb. 1, '11).	55 90
Cardston and Mountain View	do	69	2 & 1	12 "	801 00
Cardston and Railway Station	do	¼	12	12 "	488 28
Cardston and Taylorville	A. S. Neilson	18¾	2	12 "	375 00
Carlstadt and Catch Post	W. M. Cotter	100 yds.	6 & 12	12 "	150 00
Carlstadt and Tide Lake	O. G. Myron	23	1	4 " (from Dec. 1, '10).	86 66
Carmangay and Railway Station	J. H. Rosenberger	800 ft.	6	12 "	78 00
Carmangay and Reid Hill	C. Baker & Son	20	2	6 " (to Sept. 30, 10)	250 00
do do	do	24	2	6 " (from " and extra trips)	304 25
Carmangay and Yetwood	G. Armstrong	25	1	12 "	200 00
Carnforth and Granum	W. J. Holding	8	2	12 "	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Caroline and Raven	C. Langley	12	1	12 mos.	90 00
Carstairs and Cremona	L. A. Jackson	20	2	6 " (to Sept. 30, '10)	143 00
do do	L. A. Bird	20	2	6 " (from ")	143 00
Carstairs and Railway Station	A. R. Shantz	$\frac{1}{17}$	24	12 "	438 20
Carstairs and Stirlingville	R. M. Sterling	20	2	12 "	407 72
Casleyville and Talbot	A. Caseley	7½	2	12 "	156 00
Casleyville and Vallejo	L. H. Guilfoyle	29	1	8 " (to Nov. 30, '10)	166 66
Castor and Copeville	G. R. Cope	42	1	12 "	300 00
Castor and Haneyville	H. F. McKay	20	2	12 days (to April 12, '10).	12 85
do do	E. R. Haney	20	2	2 mos. and 18 days (to June 30, '10)	84 64
do do	O. B. Olson	20	2 & 3	9 " (from June 30, '10)	375 85
Castor and Pollux	A. Stirling	12	1	11 " and 15 days (from April 15, '10)	100 00
Castor and Railway Station	Chudley & Fraser	325 yds.	12	3 " (to June 30, '10)	37 44
do do	R. E. Pillman	325 yds.	12	9 " (from ")	115 92
Castor and Talbot	J. McGrew	39	2	3 " (to Sept. 30, '10)	195 00
do do	J. B. Hunter	39	2	6 " (from ")	390 00
Cayley and Railway Station	G. W. Wickens	500 yds.	12 & 24	12 "	279 06
Champion and Long Coulee	G. H. Mark	6	1	6 " (to Dec. 31, '10).	26 00
do do	R. Tyler	8⅓	1	3 " (from ")	26 00
Cheadle and Railway Station	F. Belwer	100 yds.	6 & 12	12 "	206 74
Chinook and Collholme	J. A. McColl	8½	1	4 " and 16 days (from Nov. 15, '10)	23 33
Chinook and Fairacres	J. A. Stillwell	30	1	5 " (from Nov. 1, '10)	107 72
Chin and Catch Post	W. H. Lust	400 yds.	3	8 " and 17 days (from July 15, '10)	55 50
Claresholm and Lyndon	W. A. Lyndon	15	1	12 "	257 50
Claresholm and Meadow Creek	J. J. Duck	17	2	12 "	420 20
Claresholm and New Oxley	F. Elliott	5	2	12 "	169 00
Claresholm and Railway Station	G. Simpson	133 yds.	24	12 "	313 00
Cleverville and Long Coulee	G. H. Mark	6	1	3 " (to June 30, '10)	13 00
Cluny Station and Railway Station.	H. M. Taylor	150 yds.	6	12 "	78 25
Cluny Station and Onelletteville	L. Simonin	6	1 & 2	8 " (from Aug. 1, '10)	59 99
Coal Creek and Fernie	J. Wallace	5	6	12 "	456 00
Coaldale and Catch Post	G. Hyde	335 yds.	12	2 " and 5 days (to June 5, '10)	56 00
do do	F. Caloren	335 yds.	12	9 " and 25 days (from June 5, '10)	257 00
Cochrane and Dog Pound	W. Tempany	25	1 & 2	12 "	258 52
Cochrane and Lochend	R. Knight	15	1	12 "	143 00
do do	Beynon & Mortimer	15	1	2 special trips	6 00
Cochrane and Railway Station	C. W. Fisher	¼	14		250 00
Coleman and Railway Station	C. P. Willimott.	250 yds.	14	12 months	365 00
Coleridge and Catch Post	R. McEwen	⅛	12	12 "	172 12
Coleridge and Gros Ventre	do	16	2	12 "	338 00
Comrey and Minda	J. J. Evanson	25	1	5 " and 14 days (to Sept. 14, '10)	94 95
do do	do	45	1	4 " and 16 days (to Jan. 31, '11)	140 95
Comrey and Seven Persons	do	85	1	2 " (from Feb. 1, 11).	116 66
Content and Trenville	A. J. Creighton.	18	2	12 "	300 00
Corbin and Railway Station	Eastern British Columbia Ry.	14	6	12 "	225 00
Coutts and Railway Station	P. Audet	½	12	3 " (to June 30, '10)	50 00
do do	R. M. Dickinson	½	12	9 " (from ")	150 00
Cowley and Railway Station	D. R. McIvor	100 yds.	14	12 "	219 00
Craig and Markerville	A. Christianson.	9	1	12 "	75 00
Craig and New Hill	J. E. Falk	6	1	12 "	45 00
Cranbrook and Golden	R. A. Kimpton.	175	1	12 "	3,000 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cranbrook and Ry. Station (C.N.P.)	G. C. Beattie ...	¼	14	3 mos. (to June 30, '10)..	87 50
do do do	F. J. Perry.....	¼	14	9 " (from ") .	247 50
do do (N.S.) ..	R. E. Beattie...	¼	12	12 "	156 50
Crossfield, Ena and Kosa.	J. Miller.......	28	2 & 1	7 " (to Oct. 31, '10) ..	175 00
Crossfield, Ena and Rumworth. ..	do	20	2 & 1	5 " (from ")..	100 00
Cressfield and Railway Station ...	J. A. Sutherland	150 yds.	24	6 " (to Sept. 30, '10)..	124 98
do do	F. Stevens......	150 yds.	24	6 " (from ")..	125 00
Crossfield and Sampsonton	E. H.S.Sampson	12	1 & 2	12 "	140 82
Crow's Nest and Railway Station .	H. B. Fletcher..	235 yds.	14	12 "	200 00
Crowfoot and Railway Station.....	F. J. Palmer....	400 yds.	2	12 "	125 00
Cut Bank and Granum.....	F. Garrow......	5	1	12 "	65 00
Dalroy and Railway Station.... .	G. Rehden.....	250 yds.	6	5 " and 12 days (from Sept. 19, '10)...	41 75
Delia and Hand Hills.............	H. Skippen.....	10	1	1 " (to April 30, '10)..	8 33
DeWinton and Gladys	H. McNeill. ...	17	3	4 " (to July 31, '10)..	156 00
do do	W. W. Boyd .	17	3	8 " (from ")..	421 07
DeWinton and Railway Station....	H. McNeill.....	1/16	15	12 "	273 70
Diamond City and Kipp...... .. .	Diamond CoalCo	8	6	9 " (from July 1, '10)	140 85
Didsbury and Elkton..............	R. Brown	18	2	12 "	208 00
Didsbury and Neapolis	H. Metcalfe....	10	2	3 " and 17 days (from Dec. 15, '10)....	81 45
Didsbury and Railway Station.....	D. S. Shantz....	¼	24	12 "	438 20
Dorothy and Parr.....	J. P. McBeath.	58	1	5 " (from Nov. 1, '10)	154 16
Dorr and Railway Station........	Pngh & Livingstone Lumber Co..........	¼	12	11 " and 16 days (from April 15, '10)...	0 96
Dorris and Lakeview...	F. W. Collins...	9	1	12 "	50 00
Dowling Lake and Gopher Head...	R. C. Watts....	35	1	12 " and arrears.. ...	346 54
Eagle Butte and Medicine Hat ...	H. C. Cooper...	43	1	3 mos. (to June 30, '10)..	87 50
do do	J. Dempster....	43	1	6 " (to Dec. 31, '10).	190 00
do do . .	H. C. Cooper...	43	1	3 " (from ")..	129 78
Eagle Hill and Garrington.........	J. N. Paton	10½	1	2 " (to May 31, '10)..	12 50
do do	W. W. Gibb...	10½	2	10 " (from ")..	150 00
Elko and Railway Station.........	F. B. Holbrook.	200 yds.	12	12 "	200 00
Elk and Roosville..	F. Roo..........	25	1	12 months..............	200 00
Elkmouth and Railway Station....	M. McInnes....	100 yds.	6	4 " and 9 days (to Aug. 9, '10)....	18 65
Elk Prairie and Michel......	W. Weaver.....	6	2	12 "	100 00
Elkwater and Irvine.............	W. J. Harris....	23	2	11 " and 14 days (to Mar. 14, '11)..	468 16
do do	do ..	35	2	17 days (from Mar.14,'11)	33 83
Elnora and Lakeview........... ..	W. Edwards....	7	1	3 months(to June 30, '10)	13 00
do do	A. Hogg........	7	1	9 " (from ")	39 00
Endiang and Halkirk......	A. Campbell....	25	1	8 " (from Aug. 1, '10)	200 00
Endiang and Leo......	do	20	1	2 " (to May 31, '10)	33 33
do do	do	16½	1	2 " (to July 31, '10)	27 50
Endon and Seven Persons....... ..	W. R. Shields ..	25	1	16 days from Mar. 15, '11)	13 70
Ensleigh and Haneyville....	R. W. Wilson ..	43	1	3 months and 16 days to July 31, '10....	117 65
do do	do ..	37	1	8 " (from do)	228 88
Ensleigh and Wiste......... .	C. Leaf	11	1	11 " (from May 1, '10)	91 66
Evarts and Evergreen	W. Vanhorn.. .	12	1	12 "	52 00
Eveland and Stoppington....... ..	R. O. Children..	10	1	3 " (from Jan. 1, '11)	25 00
Ewelme and Stand Off.....	T. J. Turner ...	12 & 14	1 & 2	9 " (to Dec. 31, '10)	146 66
Ewelme and Wellsville...........	do	14	2	3 " (from ")	62 50
Exshaw and Railway Station......	H. E. Sibbald ..	½	14 & 28	12 "	464 80
Eyremore and Lost Lake..........	W. V. P. Eyres.	54	2	1 " (to April 30, '10)	68 85
do do	do .	64	2 & 1	11 " (from ")	832 92

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Fernie and Railway Station	H. Johnson	½	14	12 "	310 00
do do	do	½	12	12 "	275 00
Fernie and Street Letter Boxes	R. H. McEwan & J. Wallace	2⅔ ft.	1 & 2	2 " 22 days (from Jan. 9, '10)	77 45
Field and Railway Station	C. Wyckoff	335 yds.	14	3 " (to June 30, '10)	58 00
do do	J. Thomlinson	335 yds.	28	9 " (from ")	274 00
Fishburn and Pincher Creek	D. McDougall	12	1	3 " (from Jan. 1, '11)	29 25
Fishburn and Springridge	J. C. McNellis	6	1	12 "	80 00
Flagstone and Railway Station	F. Downes	400 yds.	12	9 " 14 ds. (from June 16 '10)	0 80
Fort Steele and Fort Steele Jnct.	A. Doyle	8	14	12 "	600 00
Frank and Lille	West Canadian Colliery Co.	5	6	12 "	200 00
Frank and Railway Station	A. V. Lang	¼	14	12 "	275 00
Fraserton and Rose Lyn	S. T. Gravell	13	1	5 " (to Oct. 31, '10)	51 96
Gateway B.C. and Gateway Mont.	A. J. Joule	⅓	3	12 "	78 00
Gateway and Railway Station	do	100 yds.	12	12 "	60 00
Ghost Pine Creek and Three Hills	H. Evans	18	2		300 00
Ghost Pine Creek and Sarcee	W. O. McCutcheon	10	1	8 months and 17 days (from July 15, '10)	53 40
Gladys and Mossleigh	J. F. Donovan	28	2	1 " (to Apr. 30, '10)	45 00
do do	J. H. McManus	28	2	11 " (from ")	480 00
Gleichen and Hand Hills	J. P. McBeath	77	1	11 " 27 and days (to Mar. 27, '11)	680 07
Gleichen and Liberty	J. Kidd	57	1	7 " 17 ds. (from Aug. 15, '10)	290 08
Gleichen and Milo	do	28 & 31	1	4 " 14 days (to Aug. 14, '10)	115 61
Gleichen and Railway Station	W. H. James	⅛	28	12 "	598 60
Gleichen and Rosebud Creek	A. E. Viger	35	1	12 "	450 00
Glenbow and Railway Station	L. H. Kennerley	50 yds.	7	12 "	40 00
Glencurrie and Pollockville	N. Currie	6	1	5 " (from Nov. 1, '10)	21 66
Golden and Railway Station	C. A. Warren	400 yds	14 & 21	6 " (to Sept. 30, '10)	148 35
do do	J. A. Buckham	400 yds.	21	6 " (from ")	177 49
Gopher Head and Heart Lake	J. D. Davies	15	1	3 " (to June 30, '10)	52 00
do do	do	17	1	9 " (from ")	170 00
Gopher Head and Lowden Lake	J. Ellwood	25	1	12 "	260 00
Granum and Railway Station	P. A. Smith	100 yds.	24	12 "	313 00
Granum and Round Up	R. Baird	13	2	12 "	312 00
Grassy Lake and Railway Station	L. A. H. Roosa	680 ft.	14	12 "	291 64
Hamilton Lake and Haneyville	J. Barnes	25	1	2 trips	4 00
Hand Hills and Mecheche	J. S. Johnson	18	1	11 mos. from (May 1, '10).	137 50
Hanbury and Catch Post	S. F. Childs	100 yds.	12	12 "	60 00
Haneyville and The Hub	S. Mills	8	1	2 " 16 dys. (from Jan. 16, '11)	20 83
Haneyville and Sounding Creek	A. Fish	13	1	14 days (to April 14, '10).	4 42
do do	N. C. Fernstrom	13	1	5 months (to Dec. 31, '10)	43 33
do do	M. Jensen	13	2	3 " (from ")	62 40
High River and Loch Sloy	H. MacFarlane	23	1	5 " and 21 dys. (from Oct. 11, '10)	24 58
High River and Pekisko	E. R. Baker	30	1	12 "	318 00
High River and Railway Station	J. Limoges	⅛	24	12 "	374 40
High River and Tongue Creek	W. M. M. McIntosh	22½	1	1 trip	4 50
do do	B. Davis	22½	1	7 months and 11 days to (Nov. 21, '10)	162 00
do do	G. H. McKee	22½	2	4 " and 9 days (from Nov. 21, '10)	112 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Highland Ranch and Trochu	J. M. Halkett	7	1	12 "	70 00
Hilda and Irvine	S. Koch	42	1	3 " and 17 dys. (from Dec. 15, '10)	138 62
Hillcrest Mines and Ry. Station	C. P. Hill	2	12	1 " (to July 31, '10)	116 66
do do	G.E. Cruikshank	1	12	8 " (from ")	250 80
Hill End and Innisfail	M. Baker	12	2	12 "	200 00
Hosmer and Railway Station	R. W. Rogers	500 yds.	14	12 "	209 70
Hunterville and Neapolis	S. B. Wagner	14	1	12 "	128 33
Huxley and Innisfail	E. Ward	44½	2	6 " (to Sept. 30, '10)	350 00
do do	R. M. Fawcett	44½	2	6 " (from ")	400 00
Huxley and Perbeck	G. Hibbs	8	2	12 "	175 00
Innisfail and Markerville	A. Christianson	16	4	3 " (to June 30, '10)	106 25
do do	L. M. & W. S. Johnson	16	6	9 " (from ")	562 50
Innisfail and Railway Station	W. D. Vartz	⅛	26	12 "	339 00
Iron Springs and Turin	I. N. Hanson	7½	2	5 " (from Nov. 1, '10)	43 33
Irricana and Railway Station	H. Miller	⅛	6 &12	6 " and 12 dys. (from Sept. 19, '10)	64 00
Irvine and Railway Station	H. E. Price	334 yds.	14	12 months	210 00
Jaffray and Railway Station	G. A. Leitch	350 yds.	14	12 "	70 00
Kananaskis and Catch Post	B. Loder	100 yds.	7	12 "	45 00
Kenex and Monarch	T. L. Askew	12	2	3 " (from Jan. 1, '11)	52 00
Keoma and Langdon	W. N. Rintoul	18	1	5 " and 18 days (to Sept. 18, '10)	125 00
Keoma and Railway Station	T. H. Fleming	200 yds.	6	6 " and 12 days (from Sept. 19, '10)	58 45
Kimberley and Railway Station	W. Clayton	335 yds.	12	6 " (to Sept. 30, '10).	78 50
do do	A. E. Carter	335 yds.	12	5 " and 9 days (to Mar. 9, 11)	68 50
do do	T. Summers	335 yds.	12	22 days (from ")	10 00
Kingsgate and Railway Station	A. J. Chisholm	100 yds.	14	12 months	91 25
Kipp and Railway Station	J. H. Watson	¼	6	8 " (from Aug. 1, '10)	117 50
Laggan and Railway Station	E. Evans	300 yds.	28	12 "	157 80
Lake McGregor and Queenstown	J. Kidd	15	1	12 "	130 00
Lake Thelma and Sullivan's Lake	J. P. King	10	1	6 " (from Oct. 1, '10)	52 00
Langdon and Railway Station	R. Cowen	⅛	12	12 "	313 00
Lawrence and Parkland	J. L. Wannop	10	2	12 "	210 00
Lawsonburg and Verdant Valley	W. E. Simpson	14	1	12 "	130 00
Leo and Lowden Lake	J. Kaislin	22	1	2 " (to May 31, '10).	54 16
do do	do	25½	1	1 " (to June 30, '10)	28 92
do do	T. Keast	25½	1	9 " (from ").	260 25
Lethbridge and Railway Station	J. Watchman	546 yds.	26&24 & 32	12 "	1,287 01
Lethbridge and Royalview	A. Mackenzie	5½	6	12 "	287 96
Lethbridge and Street Letter Boxes.	R. J. Baldry	4	7	8 " (to Nov. 30, '10).	150 00
do do	J. Watchman	3m.&150 ft.	1 & 2	4 " (from ").	198 66
Lethbridge and Sundial	I. N. Hanson	40	2	3 " (to June 30, '10).	234 00
do do	N. Batalden	40	2	9 " (from ").	585 00
Lineham and Okotoks	H. Bescoby	23	2	12 "	382 91
Livingstone and Lundbreck	J. E. Allison	12&25	2 & 1	6 " (to Sept. 30, '10).	195 00
do do	W. Almond	12&25	2 & 1	6 " (from ").	195 00
Lobley and Mound	F. Lobley	10	1	12 "	100 00
Lock Sloy and Main Post Road	H. MacFarlane	2½	2	12 "	53 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lucky Stroke and Masmasin	E. Hutchins....	12	1	1 mos. 15 days (to May 15, '10)	12 36
Lundbreck and Railway Station...	H. H. Rogers...	$\frac{1}{4}$	14	12 „	255 50
Macklin and Wilhelmina..........	P. Robinson....	39	1	2 „ (from Feb. 1, '11)	33 33
Magrath and Railway Station	A. Mercer	$\frac{5}{8}$	12	12 „	469 50
Macleod and Orton............ ...	J. Orr	7	3	12 „	165 00
Macleod and Railway Station	W. J. Davis....	1,055yds	38	12 „	762 84
Macleod and Spring Point..... ...	T. M. Brown....	$26\frac{1}{2}$	1	2 „ (to May 31, '10)..	58 46
do do	do	$28\frac{1}{4}$	1	10 „ (from „).	311 60
Macleod and Stand Off.....	W. T. Butcher..	18	2	12 „	400 00
Markerville and Stauffer	B. Humford.....	$28\frac{1}{2}$	2	1 „ 15 days (to May 15, '10)	88 08
do do	do	$35\frac{1}{2}$	2 & 1	10 „ 16 dys.(from („)	701 10
Marysville and Railway Station ...	E. J. Clayton...	$\frac{1}{2}$	12	12 „	156 00
Masinasin and Milk River.........	E. Hutchings...	25	1	9 „ 15 days (to Jan. 15, '11).......	164 67
Mayook and Catch Post...........	R B. Benedict..	2	12	10 „ (to Jan. 31, '11).	41 67
do do	T. W. Leask....	100 yds.	12	2 „ (from „).	8 33
Mayton and Wimborne....	J. H. Pendergast	12	1 & 2	10 „ (from June 1, '10)	103 95
Medicine Hat and Railway Station.	W. J. McLean..	$\frac{1}{8}$ & $\frac{5}{8}$	42	6 „ (to Sept. 30, '10).	426 15
do do ..	W. A. Burton ..	$\frac{5}{8}$	42	6 „ (from „).	546 00
Medicine Hat and Street Letter Boxes	I. Dixon	3	7	10 „ (to Jan. 31, '11)..	181 00
do do ..	M. Esplen	....	2 & 1	2 „ (from „).	83 00
Michel and Railway Station.	M. Gammage...	300 yds.	14	12 „	219 00
Midnapore and Railway Station...	S. W. Shaw ...	100 yds.	24	12 „	125 20
Milk River and Railway Station...	O. Fitzmanrice..	200 yds.	12	12 „	156 00
Milnerton and Wimborne..........	J. H. Pendergast	10	1	3 „ (to June 30, '10).	11 66
Minda and Seven Persons	J. Maki	40	1	10 „ (to Jan. 31, '11).	291 67
Monarch and Noble...............	F. W. Hunt.....	....	....	Special trips......... ...	4 00
Monarch and Railway Station.....	D. M. Ross.....	200 yds.	12	1 mos. (to Apr. 30, '10).	26 00
do do	S. E. Mayhood..	200 yds.	12	5 „ (to Sept. 30, '10).	131 00
do do	C. A. Porter.. .	200 yds.	12	6 „ (from „).	156 00
Monarch and Rocky Coulee........	J. McClughan ..	$7\frac{1}{2}$	2	9 „ (to Dec. 31, '10).	114 55
Morley and Railway Station.	F. M. Graham..	100 yds.	14	12 „	214 40
Morrin and Munson...............	F. J. Davis. ...	8	1	3 „ (from Jan. 1, '11)	25 00
Morrissey and Railway Station....	J. Illingworth ..	$\frac{1}{2}$	7	12 „	87 48
Mound and Sundre	N. T. Hagen...	11	1	2 „ (to May 31, '10)..	20 83
Mountain Mills and Pincher Creek.	J. McGregor....	$9\frac{1}{2}$	2	12 „	200 00
Moyie and Railway Station	O. F. Desaulnier	510 yds.	14	3 „ (to June 30, '10).	68 75
do do	C. E. Joslin	510 yds.	14	1 „ and 14 days (to Aug. 14, '10)..	30 58
do do	R. A. Smith ..	510 yds.	14	7 „ and 17 dys.from („)	156 98
Murray Valley and Olds	J. Phillips. .. .	$9\frac{1}{2}$	1	12 „	100 00
Namaka and Catch Post...........	M. Brown	200 ft.	6	12 „	31 30
Nanton and Railway Station	C. H. Marshall..	135 yds.	24	12 „	276 92
Nanton and Willows..............	D. S. McIntosh.	24	1	12 „	327 24
Nateby and Steveville	L. B. Wood	12	1	5 „ (from Nov. 1, '10)	45 83
New Dayton and Railway Station..	F. M. MacPherson	150 yds.	12	12 „	219 10
New Michel and Catch Post..	A. Kennedy	250 yds.	14	12 „	182 50
Nightingale and Strathmore. . .	T. M. Jones	12	1	3 „ (from Jan. 1, '11)	25 00
Noble and Railway Station	M. McGregor...	365 ft.	6	12 „	78 00
Okotoks and Railway Station	G. C. S. Paterson	$\frac{1}{16}$	24	12 „	537 00
Olds and Mound...	L. W. Fifield...	36	2	2 „ (to May 31, '10). and arrears....	69 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Olds and Railway Station..........	J. A. Busk.....	⅛	26	12 "	339 00
Olds and Sundre..................	L. W. Fyfield ..	70	2	2 mos. (to July 31, '10).	133 32
do do	do ...	74	2	10 " (from ")	568 00
Olds and Trochu....	W. Berry.......	46	2	3 " (to June 30, '10).	225 00
do do	K. Kjoisvick ...	46	2	9 " (from ")	675 00
Palliser and Railway Station......	F. B. Gullivan..	¼	14	12 "	80 00
Parkland and Catch Post.....	W. D. Sharman	200 yds.	12 &24	12 "	94 39
Pashley and Catch Post...........	J. Crane, Jr....	700 yds.	12	6 " (from Oct. 1, '10)	39 00
Passburg and Catch Post..........	J. Rowell	600 yds.	6	12 "	78 24
Pearce and Railway Station	J. Leenwrick...	½	6	10 " (from June 1, '10)	65 25
Penhold and Pine Lake............	L. E. Fleming..	19	2	3 " (to June 30, '10).	87 50
do do	Stewart Bros...	19	2	9 " (from ")	262 44
Penhold and Railway Station ..	F. C. Newland..	⅓	24	12 "	375 60
Pincher Creek and Railway Station	W. R. Dobbie..	2¼	14	12 "	511 00
Pincher Creek and Twin Butte....	do ..	24	2	12 "	465 04
Pincher Creek and Yarrow	L. A. Langton..	24	1	5 " (to Aug. 31, '10).	154 00
do do	T. F. Upton....	24	1	7 " (from ")	175 00
Pincher Creek and Railway Station	R. W. Morgan..	386 yds.	12	12 "	156 50
Pincher Station and Summerview..	W. Glass.......	10	1	12 "	138 33
Pollocksville and Stevenville.. ...	R. Pollock	30	1	6 " (from Oct. 1, '10)	175 00
Pernez Creek and Springbank.. .	J. A. Smith. ..	7	1	11 " (from May 1, '10)	137 50
Prairie View and Railway Station..	J. H. Watson...	¼	6	3 " (to June 30, '10).	39 00
Provost and Sounding Lake..	E. B. Purdy....	34	1	2 " (from Feb. 1, '11)	55 83
Purple Springs and Catch Post	C. E. Whitney..	300 yds.	14	12 "	182 50
Raley and Railway Station	E. F. Church...	⅜	3	12 "	39 00
Raymond and Railway Station	C. W. Card ..	¾	12	12 "	370 00
Redcliff and Catch Post..	C. T. Hall......	½	6	6 " (from Oct. 1, '10)	47 75
Richdale and Sheerness...........	F. A. Richardson	8	1	7 " and 17 dys. (from Aug. 15, '10)..	56 50
Rose Lynn and Sheerness........ ..	G. Crozier.. ...	12	1	11 mos. (from May 1, '10)	114 58
Rose Lynn and Sunnynook	J. O. Robertson.	10	1	17 dys. (from Mar. 15, '11)	5 90
Ryan and Catch Post..............	E. S Home.....	100 yds.	14	12 mos...	18 24
Sandstone and Catch Post.........	Canada Cement Co..	200 ft.	12	12 "	1 00
Seven Persons and Railway Station	H. H. Foster....	110 yds.	14	12 "	182 50
Shandleigh and Steveville.........	J. J. Shand.....	5	1	6 " (from Oct. 1, '10)	0 50
Shepard and Catch Post..........	W.H.E.Whiting	150 yds.	7	6 " (to Sept. 30, '10).	64 05
do do	J. O. Mooney...	150 yds.	7	6 " (from ")	63 70
Sparwood and Catch Post..........	E. R. J. Forster.	50 yds.	7	12 "	30 00
Spring Coulee and Railway Station.	H. E. Kelly.....	100 yds.	6 & 12	12 "	182 60
Staunton and Catch Post..........	R. McLean.....	330 yds.	6	5 " and 17 dys.(from Oct. 15, '10)...	0 46
Stavely and Railway Station.......	W. R. Brand ...	950 yds.	24	12 "	312 00
Stern and Sunnyslope..	C. F. Toews ...	10	1	8 " and 14 days (to Dec. 14, '10)..	52 28
Sterling and Railway Station	J. S. Brandley .	1½	12	12 "	300 00
Stoppington and Youngstown ...	J. V. Young....	16	1	8 " (from Aug. 1, '10)	34 66
Strathmore and Railway Station...	G. H. Lloyd....	⅛	14	12 "	182 50
Suffield Station and Railway Stn...	K. Roberts......	1,600 ft.	14	9 " and 16 dys. (from June 15, '10)..	46 40
Taber and Railway Station........	H. P. Munro...	100 yds.	14	12 "	565 75
The Gap and Catch Post	W. Walker.....	100 yds.	14	12 "	50 00
Thigh Hill and Vulcan............	R. L. Elves.. ..	8½	1	6 " and 16 dys. (from Sept. 15, '10)..	40 76
Tilley Station and Railway Station	G. Lowry.	260 yds.	6	6 " and 16 dys. (from Sept. 15, '10)..	42 50
Tolman and Trochu..............	J. Butruilly	13	1	6 " (to Sept. 30, '10).	70 00
do do	A. Trochu & T. de Chauney...	13	1	6 " (from ")	70 00
Triwood and Catch Post..........	C. Burgess......	125 ft.	12	9 " (to Dec. 31, '10).	0 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Valejo and Wheat Belt	L. H. Guilfoyle.	17	1	4 mos. (from Dec. 1, '10)	60 00
Waldo and Railway Station........	C. D. McNab...	750 ft.	12	12 "	150 00
Walsh and Railway Station........	M. S. Schroder	¼	14	12 "	93 00
Wardner and Railway Station.....	G. W. Donohoe.	¼	14	12 "	365 00
Warner and Railway Station.......	F. L. Shepard..	⅛	12	12 "	156 50
Wattsburg and Catch Post.	A. E. Watts....	400 yds.	14	12 "	25 00
Welling and Railway Station	J. T. Heninger .	200 yds.	6	12 "	1 00
Whitla and Catch Post............	S. S. Richardson	133 ft.	6	12 "	78 25
Wilmer and Wharf................	J. W. McLeod..	1⅛	4	Season, 1910........ ..	86 00
Windermere and Wharf.....	J. C. Pitts......	⅜	4	"	66 00
Windy Ridge and Winnifred	M. E. Babka...	15	1	16 dys. (from Mar. 15, '11)	7 08
Winnifred and Catch Post........	P. J. De Marce.	420 yds.	14	12 "	229 95
Wycliffe and Railway Station	F. P. Davis.....	100 yds.	12	12 "	100 00
Yahk and Railway Station.........	S. McCartney ..	50 yds.	14	12 "	182 50
				Total............	78,798 47

APPENDIX B—*Continued.*

EDMONTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, made within the fiscal year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Agricola and Coppice Hill	W. Hughes	7	1	3 mos. (to June 30, '10)	14 58
do do	R. S. Ouston	7	1	9 " (from ")	67 50
Agricola and Strathcona	J. Toane	20½	2	12 "	539 24
Alix and Bullocksville	G. Ralston	8	2	10 " and 9 days to Feb. 9, '11	147 60
Alix and Lamerton	A. Thomas	11	2	12 "	239 52
Alix and Lignite	G. Ralston	8	2	1 " and 19 days (from Feb. 10, '11)	23 80
Alix and Railway Station	W. L. Pellett	394 yds.	12	12 "	206 58
Amisk and Hardisty	A. Booth	17	1	1 " and 15 days (to May 15, 10)	18 54
Amisk and Hughenden	A. A. Nordin	6½	1	1 " and 6 days (to May 6, '10)	5 14
do do	G. W. Redington	6½	1	1 " and 13 days (to June 19, '10)	17 50
Amisk and Puffer	A Seright	18	1	2 " and 26 days (from Jan. 6, 11)	61 38
Amisk and Railway Station, (C.P).	A. Booth	140 rods	6	10 " and 18 days (from May 16, '10)	189 50
Andrew and Pakan	A. Whitford	12	2	6 " (to Sept. 30, '10).	127 00
do do	N. Hunka	12	2	6 " (from ")	124 00
Andrew and Zawale	S. Worobec	7	1	7 " (from Sept. 1, '10)	35 00
Angle Lake and Landonville	G. J. Algot	9	1	1 " and 27 days (from Feb. 2, '11)	16 11
Ardrossan and Glengarden	G. K. Morton	7	2	3 " and 29 days (from Dec. 3, '10)	52 60
Asker, Wood River and Waterglen	F. J. Bullock	6½ and 13½	1	5 " and 19 days (to Sept. 19, '10)	90 23
Athabasca Landing and Edmonton	G. E. MacLeod.	105	2	12 "	2,400 00
Athabasca Landing and Peace River Crossing	C. Hutton	300	f't'hty	12 "	3,600 00
Athabasca Landing to Points on the Athabasca, Mackenzie R., &c	Hudson's Bay Co			Season 1910	400 00
Athabasca Landing and Stocks	G. C. Oakes	15	1	12 months	50 00
Athabasca Landing and Wabasca	Hudson's Bay Co	120	mthly	12 "	600 00
Balermo and Hillsdown	A. T. Rowell	9½	1	8 " (from Aug. 1, '10)	43 33
Bardo and Tofield	B. Finseth	7	3	12 "	228 00
Bartletteville and Beaumont.	J. Angers	10	1	12 "	100 00
Bathgate and Mundare	J S. McCallum.	20	1	12 "	240 00
Battle Bend and Hardisty	G. A. Lear, jr.	20	1	8 " and 30 days (from July 2, '10	91 46
Battleview and Vermillion	S. Harper	28	1	12 "	416 00
Battleview and Wildmere	do	6	1	10 " and 11 days (from May 21, '10)	51 75
Bawlf and Railway Station, (C.P.).	O. Molstad.	100 yds.	12	12 "	170 00
Beaumont and Ellerslie	I. Maure.	6½	3	12 "	208 48
Beauvallon and Duvernay.	E. Roberge	20	1	12 "	150 00
Beaver Hills and Fort Saskatchewan	G. Doze	10	2	12 "	152 75
Beaver Hills and Good Hope	do	7	2 & 1	12 "	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Beaver Lodge and Peace River Crossing	W. English	135	m thly	12 months	720 00
Beaver Lodge and Redlow	J. Walton	15	m thly	4 " and 24 days (from Nov. 7, '11)	23 96
Bellshill and Lougheed	F. P. Sax	13	1	7 " and 3 days (to Nov. 3, '10)	100 70
Bellshill and Merna	Brown Bros.	8	2	4 " and 26 days (from Nov. 7, 10)	79 48
Belvedere and Glenister	Matthews Bros	66	1	8 " and 4 days (to Dec. 4, '10)	480 52
Belvedere and Mosside	J. M. Whitaker.	15	1	6 " and 21 days (from Sept. 10, '10)	86 90
Belvedere and Paddle River	T. H. Quint	18	1 & 2	12 "	293 97
Belvedere and Peavine	A. Henderson	57	1	3 " and 27 days (from Dec. 5, '10)	258 69
Belvedere and Riviere Qui Barre	E. Flynn	38	2	12 "	801 48
Bentley and Medicine Valley	D. F. Ames	18	1	12 "	112 00
Bentley and Wittenburg	P. Broderson	25	2	12 "	494 00
Berrymoor and Tomahawk	W. Spindler	12	1	4 " and 15 days (from Nov. 16, '10)	65 62
Big Valley and Stettler	P. H. Shirreff	30	1	12 "	300 00
Bingley and Leslieville	J. W. Christian	9	1	4 " and 12 days (from Nov. 19, '10)	36 68
Bittern Lake and Halley	E. C. Roper	30	3	9 " (from July 1, '10)	231 75
Bittern Lake and Highland Park	L. B. Selthon	52	3	12 "	594 32
Bittern Lake and Lundemo	H. Person	9	1	3 " (to June 30, '10).	18 33
Bittern Lake and New Sarepta	M. Thompson	15	2	3 " (" ").	52 00
Bittern Lake and Odin	C. J. Pehrsson	9	2	9 " (from July 1, '10)	148 20
Bittern Lake and Railway Station.	C. G. Deisting	100 yds.	12	9 " (from July 1, '10)	117 50
Bittern Lake and Rosenroll	E. C. Roper	11	3	3 " (to June 30, '10)	77 25
Blackfalds and Railway Station	W. Waghorn	275 yds.	24	12 "	281 70
Blackfoot and Railway Station	E. Jarratt	¾	6	12 "	203 45
Blondheim and Conjuring Creek	C. J. Blondheim	5	1	12 "	52 00
Bluff Centre and Iola	B. F. Craig	10	2	12 "	105 00
Bluff Centre and Minnehik	H. G. Warren	35	f't'hly	4 " and 27 days (from Nov. 4, '10)	61 14
Bluff Centre and Ponoka	B. F. Craig	45 and 47½	2	12 "	524 22
Bon Accord and Namao	J. J. Brown	12	2	12 "	208 00
Bonnie Glen and Fisher Home	I. A. Jewison	12	2	9 " (to Dec. 31. '10)	150 00
do do	J. Lee	12	2	3 " (from ")	50 00
Bonnie Glen and Millet	R. Vanvolkenburg	26	2	12 "	399 00
Borradaile and Railway Stn., (C.N)	W. Lee	200 yds.	3	10 " and 15 days (from May 17, '10)	58 91
Borszczow and Vegreville	T. Goszko.	11	1	12 "	145 75
Botha and Railway Station	A. Bertrand	250 yds.	12	9 " (to Dec. 31, '10)	118 00
do do	W. L. Friend	250 yds.	12	3 " (from ")	38 50
Britain and Notre Dame de Savoie.	W. M. Peters	6	1	8 " and 28 days from July 4, '10	40 80
Brooksley and Canyon	W. Ritson	9	1	12 "	102 03
Brosseau and St. Paul de Metis	M. Thereaux	25	3	3 days to April 3, '10	6 37
Brosseau and Vegreville	do	36	3	1 trip	4 00
Bruce and Railway Station (G.T.P)	J. Earl	400 yds.	6	3 mos. (to June 30, '10)	49 00
do do	L. E. Kennedy	400 yds.	6	9 " (from ")	292 39
Bruderheim and Railway Station	G. Obertheur	250 yds.	6	12 "	125 20
Buckhorn and Home Glen	A. Davidson	7	1	12 "	70 00
Buford and Calmar	I Helgrin	13½	2	12 "	214 00
Buford and Thoresby	A. Sahlstrom	8	1	6 " and 16 days to Oct. 16, '10	54 34
do do	C. J. Sahlstrom.	8	2	5 " and 15 days from Oct. 16, '10	91 30

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Bushland and Naughton Glen.....	H. Blok	6	1	1 mos. and 11 days from Feb. 18, '11...	8 75
Cadogan and Provost	E. W. Theaker.	10	1	1 " and 15 days to May 15, '10 ..	16 07
Cadogan and Railway Station.....	R. P. Legate...	500 yds.	6 & 12	10 " and 16 days from May 16, '10...	132 65
Cairns and Railway Station.......	J. J. Roderick..	100 rds.	6	1 " and 14 days from Feb. 14, '11...	9 75
Calmar and Telfordville.	J. A. Stokke. ..	15½	2	12 "	375 00
Campsie and Mosside.............	J. M. Whitaker.	9	1	12 "	77 48
Camrose and Round Hill..........	N. McLean	42	2	6 " (to Sept. 30, '10)	300 30
do do	Larson & Erickson..........	42	2	6 " (from ")	300 30
Camrose and Railway Station.....	H. Foncar.....	200 yds.	12	12 "	250 40
Camrose and Skafse..............	J.K. Van Petten	7	2	3 " (to June 30. '10)	50 00
Canyon and Lacombe.	F. A. Cull.....	10	2	12 "	214 85
Cardiff and Railway Station.......	N. Shove.......	¼	6	3 " (to June 30, '10)	15 60
do do	W. Dives	¼	6	9 " (from ")	47 20
Carrot Creek and Wolf Creek......	E. V. McConnell	20	1	7 " (from Sept.1, '10)	182 00
Caskeyville and Tyrol.	J. B. Caskey...	15	1	6 " (to Sept. 30, '10)	95 00
do do	do ..	16½	1	6 " (from ")	105 00
Castor and Talbot.......	J. McGrew.....	39	2	3 " (to June 30, '10)	195 00
Castor and Tinchebiay............	E. Frey.	16	2	12 "	345 00
Chauvin and Lealholme.	W. O. Harris..	9	1	10 " and 11 days from May 21, '10..	56 07
Chauvin and Provost	A. E. Keith .. .	28	3	1 " and 15 days to May 15, '10 ..	115 71
Chesterwold and Ponoka..........	R. B. Allen... .	24	2	12 "	284 00
Chigwell and Railway Station. ...	A. Burnet	¾	12	12 "	156 50
Chipman and Railway Station....	E.J. MacLennan	185 yds.	14	12 "	220 00
Clark Manor and Irma............	J. G. Clark.....	9	2	1 " and 11 days from Feb. 18, '11. .	24 26
Clarkville and Saddle Lake..	L. G. Clarke....	15	2	10 " and 21 days to Feb. 21, '11...	282 19
do do	F. H. Gardner .	15	2	1 " and 7 days from Feb. 21, '11...	27 04
Clive and Fowntainstown.	J. Rice.........	21¾	2	1 " and 16 days to May 16, '10...	48 58
do do	A. Montgomery.	21¾	2	10 " and 15 days from May 16, '10...	362 64
Clive and Railway Station.	A. C. Johnstone	125 yds.	12	12 "	125 20
Clyde and Jeffrey.......	E. Genest	6	1	12 "	56 25
Coal Banks and Red Deer...	A. C. Foster....	35	2	12 "	512 79
Cold Lake and Durlingville......	W. J. Price....	30	1	12 "	197 80
Conjuring Creek and Leduc.......	C. A. Howard..	22	2	12 "	330 00
Content and Railway Station	A. E. Kent.....	2½	12	12 "	594 80
Cooking Lake, Strathcona and Looma Vista, &c................	R. Walton......	22 & 9	1 & 2	12 "	400 00
Cosmo and Lac Ste. Anne.........	R. W. Morton. .	30	1	15 days from Mch. 17, '11	10 41
Cranmer and Leopoldville.........	W. T. Clampitt.	4½	1 & 2	9 mos. and 11 days from June 20....	55 81
Czar and Catch Post..............	J. Laughy.....	130 yds.	3	6 mos. (from Oct. 1, '10)	19 50
Daysland and Hastings Conlee....	H. F. Fisher....	26	2	12 months..............	395 00
Daysland and Quarrel.............	J. A. Brown...	10	2 & 3	12 "	173 74
Daysland and Spring Lake	F. Bohme.. ..	10	1	1 " (to April 30, '10)	7 37
do do	L. G. Kransert .	10	1	7 " and 21 days to Dec. 21, '10)..	79 29
do do	Anderson & Richmond....	10	1	3 " and 10 days from Dec. 21, 10)...	28 82

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Daysland and Wavy Lake	W. W. Russell	16	2	3 mos. (to June 30, '10)	92 50
do do	W. Hazzard	16	2	5 " and 23 days to Dec. 23, '10)	109 37
Daysland and Railway Station	D. Davidson	150 yds.	12	12 "	200 00
Deville and Railway Station	J. Watherston	1	1	7 " (from Sept. 1, '10)	30 33
Dewberry and Ethelwyn	H. A. Macdonald	15	1	4 " and 13 days from Nov. 18, '10	57 65
Dewberry and Greenlawn	L. Ketchum	8	1	7 " and 17 days to Nov. 17, '10	59 01
Dewberry and Islay	J. T. Fyfe	16	2	12 "	352 00
Dewberry and Wellsdale	C. Demers	6½	1	3 " (to June 30, '10)	17 00
do do	J. Hagen	6½	1 & 2	9 " (from ")	61 20
Diligence and Legal	J. Bourbeau	10	2	5 " (to Aug. 31, '10)	50 00
Dina and Lloydminster	B. Reynolds	47	2	29 days from Mch. 3, '11	88 20
Dolcy and Edgerton Station	J. R. Stanger	17	1	12 months	135 00
Dunstable and Manola	C. A. Peters	14	1	6 " (to Sept. 30, '10)	75 00
do do	J. B. Taylor	14	1	6 " (from ")	68 00
Dunstable and Rich Valley	E. Carlin	15	1 & 2	12 "	195 04
Durlingville and St. Paul de Metis	M. Bonnard	45	2	12 "	650 00
Dusseldorf and Hazel Bluff	G. Hasch	14	1	9 " and 27 days from June 4, '10	49 45
Duvernay and St. Paul de Metis	M. Thereaux	26	3	11 " and 27 days from June 4, '10	767 62
Duvernay and Vegreville	do	35	3	12 "	624 00
Duxbury and Hastings Coulee	Hastings Bros.	6	2	12 months	150 00
Earling and Holden	M. Sherburne	13	2	12 "	250 00
Earlville and Tees	F. S. Heath	12	2	12 "	201 61
Eastburg and Hazel Bluff	A. M. Kipp	5	2	5 " and 14 days (to Sept. 14, '10)	34 23
do do	do	6½	2	6 " and 16 dys. (from Sept. 14, '10)	54 34
East Clover Bar and Glengarden	G. K. Morton	8	1	8 " and 2 days (to Dec. 2, '10)	63 76
Eckville and Leslieville	A. B. Koske	20	2	12 "	390 00
Eckville and Red Deer	A. C. Foster	43½	3	12 "	1,006 72
Edberg and Ferintosh	W. F. Wendt	10	3	28 days (to Nov. 25, '10)	23 73
do do	H. C. Potter	10	3	4 months and 5 days (from Nov. 25, '10	108 52
Edberg and New Norway	A. W. Erickson	14	3	3 " (to June 30, '10)	93 69
do do	do	17	3	3 " and 28 days (to Oct. 28, '10)	148 38
Edgerton Sta. and Prospect Valley	W. Newman	12	1	9 " and 13 dys. (from June 18, '10)	94 28
Edgerton Sta. and Railway Station	J. H. Fraser	110 rds.	6	12 "	136 50
Edison and Morinville	W. B. Jamieson	34½	2	2 " and 19 days (to June 19, '10)	134 61
do do	A. J. Marshall	34½	3	9 " and 21 dys. (from June 19, '10)	646 15
Edison and Pembine	F. Beauchamp	14¼	2	12 "	214 01
Edison and Pibrock	H. C. Tait	9	1	6 " and 12 days (to Nov. 30, '10)	53 19
do do	J. E. Roddick	9	1	4 " (from Nov. 30, '10)	33 33
Edison and Pickardville	F. Beauchamp	10	1 & 2	12 "	194 70
Edmonton and Fort Resolution	Hudson's Bay Company	925	......	1 trip	525 00
Edmonton and Graminia	J. A. Merrigan	24	1	12 months	180 00
Edmonton and Horse Hills	C. Corberand	9	3	12 "	314 00
Edmonton and Lac la Biche	Hudson's Bay Company	176	.....	2 trips	90 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Edmonton and Namao............	A. R. Weeks....	12	1	9 months and 3 days (to June 3, '11).	96 58
do do	W. J. Johnston.	15	1	2 " and 28 dys.(from June 3, '11).	67 09
Edmonton and New Lunnon......	J. Oliver......	23½	2	14 days (to April 14, '10).	17 30
do do	do	27½	2	11 months and 16 days (from April 14, 1910).........	531 85
Edmonton and Railway Sta. (C.N.)	W. J. Johnston.	¾	26	12 "	1,220 40
do do (C.P.)	do	1¼	33 & 39	12 "	2,263 20
do do (G.T.P.)	do	¾	6 & 8	12 "	754 20
Edmonton and Street Letter Boxes	do	27 & 21	18 & 2	12 "	2,076 79
Edmonton (Special Christmas Delivery).....	E. J. Hassard..	....	.....	.. ..	17 50
Edmonton (Special Christmas Delivery	E.B.McClymont	....	......	....	22 50
Edmonton and Winterburn	E. La Rue......	9	2 & 3	12 "	260 86
Edwand and Pakan....	C. Anderson....	21	1	12 "	217 48
Egg Lake and Morinville.........	W. Bouchard...	8	1	12 "	80 00
Egremont and Fort Saskatchewan.	F. R. Rudd.....	71	1	7 " and 17 days (to Nov. 17, '10)..	220 65
Egremont and Sturgeonville..... .	do	47	1	4 " and 13 dys.(from Nov. 18, '10)..	96 08
Ellerslie and Railway Station (C.P.)	D. V. Walker...	$\frac{1}{10}$	6	12 "	78 25
Entwistle and Kirk	P. Anderson....	19	1	10 " and 2 days (to Feb. 2, '11)....	168 80
Entwistle and Park Court.........	P. Wolff........	15	1	5 " and 17 dys (from Oct. 15, '10)..	46 19
Entwistle and Wabamun..........	C. H. Dunn ...	34	2	10 " (to Jan. 31, '11).	750 00
Entwistle and Railway Station	S. M. Morris....	½	6	2 " (from Feb. 1, '11)	45 90
Erskine and Ewing......	Duncan&Wright	21 S. 23 W.	1	6 " (to Sept. 30, '10).	130 00
do do	G. Veach.......	21 S. 23 W.	1	6 " (from ").	130 00
Erskine and Kanata..............	Duncan&Wright	11	1	6 " (to Sept. 30, '10)..	37 50
do do	G. Veach.......	11	1	6 " (from ")	37 50
Erskine and Railway Station......	R. M. Duncan..	200 yds.	13	12 "	156 50
Ethelwyn and Greenlawn......... .	H. A. MacDonald.....	7	1	6 " and 12 days (to Nov. 17, '10)..	27 78
Fairydell and Legal............ .	J. McLean.....	5	1	7 " (from Sept1,.'10)	35 00
Fallis and Railway Station (G.T.).	A. M. Smith....	¾	1	29 days (from Mar. 3,'11	2 09
Fawn Lake and Independence....	W. T. Stimson .	13	1	1 month and 16 days (fr. Feb.15,'11)	12 50
Fedorah and Lusignan.	C.E. Beauchesne	5	2	12 "	90 00
Fedorah and Maybridge	W. T. Davis....	7	1	12 "	80 00
Ferry Point and Ponoka	E. J. Peterson..	47	2	12 "	1,571 68
Fort Good Hope and Fort Resolution	Hudson's Bay Company.....	823	......	1 trip....	400 00
Fort Providence and Fort Resolution	Hudson's Bay Company.....	168	......	4 trips	200 00
Fort Saskatchewan and L'Amoureux...........................	A. Widman....	5	3	12 months........... ..	117 00
Fort Saskatchewan and Partridge Hill..	M. Rye.........	8	2	12 "	100 00
Fort Saskatchewan and Prairie Creek........	F. R. Rudd.....	49	1	4 " and 13 dys.(from Nov. 18, 1910).	175 54

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fort Saskatchewan and Ry. Sta....	A.W.MCampbell	½	14	12 months..	292 00
Fort Vermilion and Peace River Crossing....	C. Colbrook...	300	mthly	12 "	1,600 00
Gadsby and Railway Station (C.P.)	J. D. Skinner...	290 yds.	12	12 "	118 00
Gainsford and Little Volga..	H. Little.......	10	1	4 " and 26 dys.(from Nov. 5, '10)...	60 73
Gainsford and Magnolia...	J. Arkinburg...	5½	2	1 " and 26 dys.(from Feb. 3, '11)...	27 70
Gainsford and Railway Station....	R. W. Bisset...	200 yds.	2	1 " from Feb. 3, '11)	4 25
Galahad and Killam	J. A. Jones. ...	33	1	12 "	247 48
Gilpin and Magin.................	H. Gibbs.	8	1	12 "	75 00
Gilpin and Viking..........	B. C. Gilpin....	12	2	12 "	155 00
Gilt Edge and Wainwright	S. Plaxton......	15	1	12 "	160 00
Glenford and Sion	Sundry persons.	7	1	3 " and 6 dys. (to July 6, '10).....	22 56
do do	C Townhill.....	7	1	8 mos. and 19 dys. (from July 13, '10).... ..	57 39
Glenister and Peavine....	Matthews Bros..	12	1	3 mos. and 27 dys. (from Dec. 5, '10)..........	24 25
Glidehurst and Leduc.............	F. Halva.......	13	1	12 "	104 00
Golden Spike and Stoney Plain . .	J. Schulz.	8	1	12 "	130 00
Greencourt and Peavine...........	H. Baby........	21	1	1 " (to Apl. 30, '10).	12 50
do do	do	24	1	7 " and 4 dys. (to Dec. 4, '10)	127 55
Greencourt and Hathersage..	do	15 & 17	1	3 mos. and 27 dys. (from Dec. 5, '10)......... .	52 67
Greencourt and White Court......	D. J. Mitchell..	26	1	12 "	255 00
Greenglade and Hayter...... ..	J. W. Taylor...	13	2	6 " and 25 dys. (to Dec. 9, '10)....	169 97
do do	W. A. McIntyre	13	2	3 mos. and 22 dys. (from Dec. 9, '10)....	123 91
Greenshields and Railway Station.	W. A. White...	900 yds.	6	12 "	125 19
Greensworth and Ranfurly....	S. Richards.....	8	1	12 "	80 00
Gronard and High Prairie....... .	C. Travers......	23	fthty.	12 "	156 00
Gurneyville and Railway Station ..	A. Hall.........	14	1	6 " (from Oct. 1, '10)	57 50
Gwynne and Railway Station	D. E. Humlke..	165 yds.	3	8 days (to April 8, '10)..	1 47
do do (C.P.)	M. Reed........	165 yds.	3	9 mos. and 22 dys. (from April 8, '10)	53 55
Halkirk and Railway Station.....	Taylor & Derr ..	356 yds.	12	12 mos.	156 50
Halley and Lundemo......... .. .	H. Person	9	1	9 " (from July 1, '10)	75 00
Halley and New Sarepta.	M. Thompson...	15	2	9 " (from do)	156 00
Hardisty and Puffer	J. M. Clemens..	20	1	9 " and 5 days (to Jan. 5, '11	198 61
Hardisty and Railway Station,(C.P.)	A. McLachlan..	374 yds.	12, 18 & 24	12 mos.......... . ..	320 96
Harker and Stettler..........	J. R. Smith.....	24	1	12 "	190 00
Hastings Coulee and Wanda.......	D. G. Blewett...	7¼	1	12 "	78 00
Hayter and Railway Station, (C.P.)	A. Graham	⅛	6	4 " and 19 dys. (to Aug. 19, '10)..........	41 50
do do ..	F. A. Riley.....	⅛	6	7 mos. and 12 dys. (from Aug. 19, '10)....	103 00
Heath and Railway Station.......	E. L. McLeod ..	50 yds.	6	3 mos. (from Jan. 1, '11)	11 55
Heather Brae and Ohaton..........	E. S. Rees......	7½	2	11 " and 16 dys. (to March 16, '11).........	164 84
do do	W. H. Hillaby..	7½	2	15 days (from Mar. 16, '11)	7 16
Heatherwood and Railway Station	J. H. Griggs....	200 yds.	6	2 mos. (from Feb. 1, '11)	25 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of trips per week.	Period.	Amount.
					$ cts.
Heatherwood and Wolf Creek	do	15	1	1 month and 3 days. (to Sept. 7, '10)	9 33
do do	R. A. Miller	15	1	1 " and 21 days (to Oct. 28, '10)	21 62
do do	J. H. Griggs	15	1	7 days (to Nov. 4, '10)	2 97
do do	R. A. Miller	15	1	14 " (to Nov. 18, '10)	5 93
do do	J. H. Griggs	15	1	15 " (to Dec. 3, '10	18 00
Highvale and Mewassin	C. Dickey	11	1	4 trips	12 00
do do	A. C. Brooks	11	1	12 mos	115 00
Hindville and Islay	R. P. Hind	15	1	12 "	150 00
Hobbema and Catch Post (C.P.)	P. Monlin	1	3	1 " (to Apl. 30, '10)	3 00
do do	J. Kramer	1	3	11 " (from do)	33 00
Holden and Martins	A. Nordstrom	10	2	12 "	260 00
Holden and Scona	A. Droney	7	2	12 "	130 00
Holmes' Crossing and Paddle River	H. Critchlow	33	1	12 "	340 00
Huggett and Telfordville	J. Huggett	6	1	7 " and 28 dys. (from Aug. 4, '10)	39 45
Hughenden and Railway Station, (C.P.)	A. A. Bogg	350 ft.	6 & 12	9 mos. and 11 dys. (from June 20, '10)	86 50
Independence and Seymour	T. F. Lovelock	7	2	12 "	130 00
Innisfree and Railway Station	J. J. Norris	½	14	12 "	240 00
Islay and Railway Station	N. McInnes	150 yds.	14	12 "	365 00
Jarrow and Railway Station, (C.N.)	E. Jackson	766 ft.	6 & 12	12 "	129 36
Jenkins and Kirk	J. D. Pettit	4	1	1 " and 26 dys. (from Feb. 2, '11)	16 46
Jenkins and Railway Station	D. W. Davis	½	4	3 " (from Jan. 1, '11)	25 50
Killam and Pleasington	M. J. Sather	11	1	10 " and 8 dys. (from May 24, '10)	106 79
Killam and Railway Station	A. R. Forsytb	200 rods	12	12 "	118 75
Kinsella and Railway Station	A. E. Lambden	200 rods	6	12 "	78 25
Kitscoty and Lea Park	G. W. Phillips	29	2	12 "	650 00
Kitscoty and Moyerton	E. H. Benner	28	1	12 "	375 00
Kitscoty and Railway Station	T. A. Currie	⅛	14	12 "	340 00
Koperville and Quarrel	P. Miciack	10	1	12 "	100 00
Krakow and Mundare	F. Olszewski	7	1	12 "	95 00
La Calmette and Legal	J. Labby	10	1 & 2	12 "	172 27
Lac la Biche and Fort Resolution	Hudson's Bay Co	749	.....	1 trip	525 00
Lac la Biche and Plamondonville	E. Plamondon	14	1	12 mos	125 00
Lac la Biche and Saddle Lake	T. Huppé	90	1	6 " (to Sept. 30, '10).	270 00
do do	M. & S. Belanger	90	1	6 " (from do)	350 00
Lacombe and Lochinvar	A. W. Archibald	21	1	12 "	91 89
Lacombe and Rimbey	A. R. Coverdale.	36	3	12 "	772 85
Lacombe and Railway Station	W. J. Burris	⅛	38	12 "	891 90
Lacombe and Wiesville	W. Wiese	8	3	2 " (to Aug. 31, '10.)	54 00
Lac Ste. Anne and Onoway	P. Larocque	12	2	7 " and 17 dys. (to Nov. 17, '10)	126 08
Lac Ste. Anne and Stoney Plain	C. H. Dunn	38	3	10 months to Jan. 31, '11	666 67
Lac Ste. Anne and Wabamun	do	12	3	2 " (from Feb. 1,' 11)	91 66
Lac St. Vincent and St. Paul de Metis	J. E. Bertrand	12	2	6 " 23 days to Oct. 23, '10	146 25
Lac St. Vincent and Therien	P. Lariviere	7	1	6 " 23 days to Oct. 23, '10	45 00
Lake Geneva and Mannville	J. Symington	14	1	11 " 16 ds. from Apr. 15, '10	120 19
Lakesend and Talbot	J. A. Cooper	9	1	4 " 12 ds. from Nov. 19, '10	36 68

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
Lamont and Peno	P. Michalczuk	18	1	11 mos. 1 day from April 30, '10	138 04
Lamont and Saddle Lake	S. A. Hanson	62	2	6 " (to Sept. 30, '10)	537 16
do do	F. Stafford & Son	62	2	6 " (from do)	537 16
Lamont and Skaro	K. H. Skaro	12	1	29 days to April 29, '10	7 49
do do	do	12	1	9 months and 24 days from June 7, '10	76 69
Lamont and Railway Station	H. Bennett	125 yds.	14	12 "	200 00
Lanuke and Point on Brosseau (Vegreville Route)	M. Soldan	6	1	3 days to April 3, '10	53
Lanuke and Point on Duvernay & Vegreville Route	M. Soldan	4	1 & 2	9 months and 27 days from April 3, '10	127 49
Lanuke and Plain Lake	M. Tomyn	6	1	9 " 13 ds. from June 18, '10	51 07
La Pearl and Ribstone	A. W. Burton	11	1	10 " 26 ds. from May 6, '10	112 98
Lavoy and Railway Station	J. D. Bigham	150 rods.	14	12 "	219 00
Lea Meadow and Saddle Lake	G. E. Veillette	18	1	2 " (to June 30, '10)	21 66
Leduc and Railway Station	R. T. Telford	⅛	24	12 "	313 00
Leeshore and Skaro	J. Kosnir	7	1	12 "	65 00
Legal and Weybrook	J. Bourbeau	10	2	7 " (from Sept. 1, '10)	113 75
Legal and Morinville	W. B. Jamieson	12	1	2 " and 9 ds. to June 9, '10	19 23
Leopoldville and Sedgewick	R. Emerson	35	2	12 "	600 00
Lewisville and Ringwall	P. E. Ringwall	9	1 & 2	12 "	124 71
Lewisville and Wetaskiwin	J. W. Hosford	17	3	12 "	600 00
Lloydminster and Oxville	J. McLeod	42	1	6 " and 2 ds. to Mar. 2, '11	274 52
Lloydminster and Staplehurst	H. C. Rawle	10	1	12 "	85 00
Lloydminster and Streamstown	F. Weir	13	2	12 "	325 00
Lougheed and Railway Station	A. C. Walmsley	203 yds.	12	12 "	82 21
Manfred and Point on Ferry Point and Ponoka Route	C. Nixon	20 & 21	2	12 "	325 91
Manly and Mink Lake	J. Reid	5	1	8 " and 3 days to Dec. 3, '10	40 43
Manly and Onoway	C. H. Holling	12	2	4 " 13 days to Nov. 18, '10	73 91
Manly and Railway Station	J. Reid	31½	3	2 " (from Feb. 1, '11)	32 50
Mannville and Naughton Glen	W. Romaniuk	33	1	12 "	300 00
Mannville and Orbindale	T. Coultman	29½	1	12 "	273 00
Mannville and Railway Station	J. E. Williams	200 yds.	6	6 months to Sept. 30, '10	111 50
do do	R. Jackson	200 yds.	6	6 " from Sept. 30, '10 and extra trips	112 05
Marshall and Rivercourse	C. Smith	18	1	9 " and 26 days to Jan. 26, '11	156 22
do do	E. F. Reynolds	18	1	2 " 5 days from Jan. 26, '11	38 22
Mayerthorpe and Point on Green Court and Peavine and Hathersall Routes	R. I. Mayer	2	1	7 " and 6 ds. to Feb. 9, '11	23 77
Meeting Creek and Norbo	J. R. Stolie	7	1	11 " and 3 ds. to Mar. 3, '11	36 89
Metiskow and Catch Post	M. Johnston	200 yds.	3	7 " (from Sept. 1, '10)	18 20
Mewassin and Stony Plain	M. Zucht	22½	2	29 days to April 29, '10	37 84
do do	H. Bromm	22½	2	11 months and 1 day from April 29, '10	357 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mewassin and Tomahawk..........	M. McDonald...	41½	1	9 mos. and 29 days to Jan. 29, '11....	389 52
do do	A. Lanouette. ..	41½	2	2 " and 2 days from Jan. 29, 11....	133 86
Millet and O'mara.........	E. O'mara.....	12	1	12 "	100 00
Millet and Railway Station C.P...	J. W. West.....	282 ft.	12	12 "	115 80
Millet and Yule Meadow..........	S. M. Stromson.	10	1	12 "	100 00
Minburn and Railway Station....	J. Park.........	125 yds.	12	12 "	313 00
Morinville and Riviere Qui Barre..	E. Flynn.	10	3	12 "	278 56
Morinville and Railway Station....	J. Roy..........	½	6	12 "	156 00
Morningside and Railway Station..	E. H. Matthias..	220 yds.	12	12 "	176 10
Mundare and Railway Station.....	J. S. McCallum.	200 yds.	14	12 "	167 52
Myrtle Creek and Pakan..........	M. Cromarty. ..	24	1	7 " and 17 days to Nov. 17, '10...	98 35
Myrtle Creek and Radway Centre..	O. S. Radway...	8	1	9 " and 14 days from June, 17, '10..	19 71
Nakamun and Sion......	J. Mathewson ..	6	1	1 " and 5 days from Feb. 24, '11....	8 00
Nestor and Railway Station........	H. McElrath....	¾	6	12 "	78 25
Northbank and Pakan	H. Anderson. ..	8	1	4 " and 13 days from Nov. 18, '10...	38 43
North Edmonton and Ry. Station..	F. W. Reich....	500 yds.	14	12 "	73 00
Notre Dame de Savoie and Red Willow............	W. M. Peters...	17	2	7 " (to Oct. 31, '10)	169 16
do do ..	do	19	2	5 " (from do)	135 03
Noyes Crossing and Villeneuve....	D. E. Noyes....	14	1 & 2	12 "	132 27
Odin and Rosenroll.......	C. J. Pehrsson..	9	2	3 " (to June 30, '10)	49 40
Ohaton and Railway Station C P..	A. W. Elliot ...	180 yds.	12	7 days to April 7, 10...	1 20
do do ..	do ...	435 yds.	12	11 months and 23 days from Apr. 7, '10	186 00
Oxville and Paradise Valley.......	K. Gunn........	5	1	11 " and 2 ds. to Mar. 2, '11..........	47 81
Pakan and Smoky Lake...	S. Dwernyesrk..	10	1	12 "	104 00
Peguis and Vermilion..............	A.P.J.Monkman	25	1	12 "	200 00
Pembina and Suniebend	L. J. Golder....	11	1	12 "	100 00
Peno and Skaro..........	R. H. Skaro ...	6	1	29 days to April, 29, '10	4 70
Phillips and Railway Stn. (G.T.) ..	F. G. Mathews..	500 yds.	6	10 " and 24 days (to Feb. 24, '11)..	42 45
do do ..	do ..	1 M.	6	1 " and 4 days (from Feb. 24, '11)..	7 50
Pokehasset and Telfordville........	J. H. Peak.....	8	1	12 "	75 00
Ponoka and Railway Station.......	F. E. Algar....	$\frac{1}{25}$	26	12 "	406 80
Ponoka and Ursona.	A. Osterlund. ..	16	1	12 "	100 00
Prague and Wavy Lake...........	W. G. Merta....	9	1	3 " and 7 days (to July 7, '10) ...	20 98
Prague and Viking...............	do	10	2	8 " and 24 days (from July 7, '10)....	120 61
Prairie Grange and Stauffer........	J. H. Bertrand .	20	1	12 "	187 00
Provost and Railway Station (C.P.)	P. O. Foss......	300 yds.	6	6 " and 16 days (to Nov. 30, 10)...	69 00
do do ..	R. H. Craig	300 yds.	12	4 " (from ")...	104 00
Provost and Rosenheim.	J. J. Lutheiser..	11	1	12 "	50 00
Ranfurly and Railway Station.....	J. S. Wood....	125 yds.	14	6 " (to Sept. 30, '10)..	147 00
do do	G. H. G. Jones..	125 yds.	14	6 " (from ")..	147 00

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Red Deer and Railway Station	H. H. Gaetz.	⅛	26	12 months	508 50
Red Willow and Stettler	A. W. McCullough	16	2	12 "	364 00
Red Willow and Wessington.	B. W. Averill	9	2	12 "	208 00
Rexboro and Wabamun	C. H. Dunn	7	2	1 " and 25 days (from Feb. 4, '11)	46 66
Ribstone and Dunn Railway Stn.	A. W. Burton.	4	3 & 6	12 "	135 85
Rich Valley and Wild Horse	C. S. McIntosh	16	1	12 "	150 00
Rocky Rapids and Tomahawk.	W. E. Jeffery	20	1	12 "	250 00
Rosenroll and Highland Park	L. B. Sellthon	43 & 52	3	3 " (to June 30, '10)	189 50
Rosenroll and Railway Stn. (C.P.).	C. G. Dusting	100 yds.	12	3 " "	39 00
Ross Creek and Tofield	T. Herndon	12½	2	12 "	285 00
Rosyth and Railway Station	E. L. Williams	200 yds.	6	3 " (from Jan. 1, '11).	19 25
Sacred Heart and Stry	Z. Mikitka.	8	1	10 " and 26 days (from May 6, '10).	75 20
Sadle Lake and Veillette	G. E. Veillette	18	1	1 " (to April 30)	10 83
do do	do	18	1	9 " (from July 1, '10, broken period)	97 50
Saron and Catch Post	H. Falkenberg	300 yds.	6	12 "	50 00
Sedgewick and Railway Station	C. P. Purvis	100 yds.	12	12 "	180 00
Shandro and Whitford	A. S. Shandro	8	1	14 days (to April 14, '10).	3 84
Soda Lake and Warwick	W. Woods	15¾	2	12 "	387 60
Spilsted and Tofield	J. D. Manners	10	1	3 " (to June 30, '10)	49 75
do	A. Mickleburgh.	10	1	9 " (from ")	149 25
Spring Lake and Sycamore	C. Haupt	7	1	11 " and 16 days (from April 15, '10)	50 00
Spruce Grove and Railway Station.	D. Brox	3	6	12 "	312 00
Spruce Grove Centre and Railway Station	J. Metcalfe	¼	6	12 "	78 00
Stettler and Railway Station	J. N. Tice	¼	18	3 " (to June 30, '10)	106 00
do do	P. H. Shirreff	¼	12	9 " (from ")	99 99
Stone's Corners and Telfordville	A. Stone.	9½	1	12 "	90 00
Stoney Plain and Railway Station	G. Zucht	400 ft.	6	12 "	175 00
Strathcona and Street Letter Boxes	T. E. McLean	5	13	12 "	600 00
Strome and Railway Station.	E. Dennis	150 rods	12	12 "	120 00
Strome and Wavy Lake.	W. Hazzard	14½	2	5 " and 8 days (Oct. 24 '10)	131 25
Sunland and Whitford	T. Ambrosy	12½	1	12 "	100 00
St. Albert and Villeneuve	M. Marois	15	2	10 days (to April 10, '10).	8 24
do do	P. Hudson	15	3	11 mos. and 20 days (from April 10, '10.).	379 28
St. Albert and Railway Station	I. O. Chevrotier.	¼	6	12 "	295 00
St. Edouard and St. Paul de Metis.	N. Durand.	7	1	12 "	80 00
St. Paul de Metis and Therien	P. Lariviere	19	2	5 " and 18 days (from Oct. 24, '10)	142 18
St. Paul de Metis and Vermilion	P. Leveille.	71	1	6 " (to Sept. 30, '10)	400 00
do do	J. B. Caskey	71	1	6 " (from ")	404 04
Tees and Tristram	W. H. Arser	10	1	8 " and 18 days (to Dec. 18, '10)	71 46
do	do	10	2	3 " and 13 days (from Dec. 18, '10)	57 06
Tees and Railway Station.	E. R. Fry.	100 rods	12	12 "	100 00
Telfordville and Templeton	C. Blackwood	8	1	12 "	60 00
Vergerville and Railway Station	W. Clements.	150 rods	14	12 "	365 00
Vermilion and Railway Station	M. A Brimacombe	⅓	14	12 "	438 00
Wabamun and Railway Station	C. H. Dunn	2	6	2 " (from Feb. 1, '11).	25 50
Waterglen and Wood River.	F. J. Bullock	13½	2	7 " (from Sept. 1, '10)	135 65
Wavy Lake and Wood Glen.	G. A. Dahlberg.	8½	1	6 " and 23 days (to Oct. 23, '10)	56 25
do do	do	10	1	5 " and 8 days (from Oct. 23, '10)	50 31

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Edmonton Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					$	cts.
Westrose and Wetaskiwin.........	C. H. Marson...	28	2	3 mos.(to June 30, '10)..	127	12
do do	A. Marson......	28	2	9 " (from ")..	382	73
Westrose and Yeoford	C. H. Marson...	14	2	3 " (to June 30, '10)..	18	75
do do	A. Marson......	14	2	9 " (from ").	56	25
Wetaskiwin and Railway Station...	P. A. Miquelon.	$\frac{1}{16}$	38	12 "	495	50
Wolf Creek and Railway Station...	J. V. Cliff	1	2	15 days (to April 30, '10).	1	00
do do ...	E. J. Cann......	1	2	2 mos. (to June 30, '10)	9	00
do do ...	W. L. Hall.....	1	4	9 " (from ").	43	75
				Total	$82 892	89

APPENDIX B—*Continued.*

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the fiscal year ending March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbottsford and Otter	F. Steel	13¼	3	10 mos., 12 days (to Feb. 12, '11)	434 72
Abbottsford and Peardonville	R. Peardon	7	2	12 "	127 48
Abbottsford and Railway Station	P. McCulloch	100 yds.	12	12 "	156 50
Abbottsford and Upper Sumas	J. A. McAdam	6¼	3	10 " 12 days (to Feb. 12, '11)	163 00
Adela and Janes Road	W. J. Janes	2½	6	9 " (from July 1, '10)	75 00
Agassiz and Railway Station	H. L. Calvert	100 yds.	28	12 "	120 00
Ainsworth and Wharf	J. Henry	¼	12	12 "	180 00
Albert Canyon and Railway Station	F. Holder	200 yds.	14	12 "	100 00
Albion and Mail Catch Post	W. Ritchie	100 yds.	12	12 "	61 00
Aldergrove and Jackman Station	C. B. Smith	2½	6	12 days (to Feb. 24, '11)	16 50
Aldergrove and Otter	F. Steel	5	3	12 " (to ")	6 29
Alexandria and Kersley	British Columbia Express Co.	20	2	Season 1910	300 00
Alexis Creek and Chezacut	E.D.Sheringham	50	m'hly.	12 months	125 00
Alexis Creek and Chilanco Forks	O. J. Nygaard	47	m'hly.	12 "	150 00
Alvaston and Main Post Road	A. Chatterton	½	6	12 "	48 00
Anaconda and Mail Catch Post	L. A. Smith	165 yds.	12	12 "	100 00
Annis and Mail Catch Post	R. P. Whitman	50 yds.	7	3 " (to June 30, '10)	25
do do	R. G. Armstrong	50 yds.	14	9 " (from ")	75
Armstrong and Falkland	T. Ball	22, 19	2	12 "	335 44
Armstrong and Railway Station	J. M. Wright	50 yds, 200 "	as req.	12 "	91 10
Arrowhead and Beaton Steamer Landing	Bowman Lumber Co	⅓	12	12 "	208 00
Arrowhead and Railway Station and Steamer Wharf	J. B. McGaghran	¼, ⅓	14	12 "	120 00
Arrow Park and Mail Steamer	A. Hemingway	50 yds.	2	12 "	40 00
Ashcroft to Clinton and Barkerville.	British Columbia Express Co.	32, 285, 104, 63, 90, 40, 80, 82.	at various freq.	12 "	24,750 00
Ashcroft and Railway Station	W. H. Kipp	200 yds.	28	12 "	360 00
Balcomo and Summerland	W. A. Doherty	4¾	3	1 " (to Apr. 30, '10)	30 00
Balcomo and West Summerland	do	3	3	9 " (to Jan. 31, '11)	150 01
do do	W. F. Brind	3-6	3-4¾	2 " (from ")	86 67
Balfour and Wharf	F. J. Sammons	100 yds.	3	12 "	36 00
Barnet and Railway Station	J. H. McDonald	75 yds.	24	12 "	50 00
Beaton, Steamer Landing and Camborne	E. J. Edge	7	6	12 "	500 00
Beaton, Steamer Landing and Ferguson	A. M. Craig	17	6	12 "	1,800 00
Beaverdell and Midway	B. W. Bubar	48	1	12 "	470 60
Big Creek and Hanceville	H. E. Church	20	fort'ly	12 "	131 25
Big Eddy and Mail Catch Post	C. F. Lindmark.	50 yds.	14	3 " 12 days to July 12, '10)	0 30
Blueberry Creek and Ry. Station	W. Gopp	200 yds.	3	11 " (from May 1, '10)	33 00
Boswell and Wharf	M. Kennedy	⅛	2	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Boundary Falls and Mail Catch Post	W. W. Craig	200 yds.	6	9 mos. (to Dec. 31, '10).	112 50
do do	J. Cruse	200 yds.	6	3 " (from ").	37 50
Bridesville and Camp McKinney	W. A. Brown	9½	1	12 "	100 88
Bridesville and Lennandale	C. Charlton	8	1	12 "	104 00
Bridesville and Railway Station	do	650 yds.	6	12 "	78 25
Brightwater and Mail Catch Post	H. C. Banks	80 yds.	6	12 "	60 00
Brilliant and Railway Station	J. Sherbinin	1	3	12 "	100 00
Britannia Beach and Wharf	Y. M. White	¼	12	12 "	78 00
Britcola and Railway Station	A. Gothard	150 yds.	6	9 " (to Dec. 31, '10).	37 50
do do	R. A. Fisher	150 yds.	6	3 " (from ").	12 50
Brouse and Railway Station	J. J. Flaming	100 yds.	3	5 " (to Aug. 31, '10)	10 42
do do	C. Ehl	100 yds.	3	7 " (from ").	14 58
Burnaby Lake and Railway Station.	M. S. Woodward	2	6	12 "	150 00
Burnt Flat and Salmo	W. Feeney	9	2	12 "	150 00
Burquitlam and New Westminster.	C. Lindquist	4	6	4 " 27 days (to July 27, '10)	74 38
do do	M. Peterson	4	6	1 " 12 days (to Sept. 7, '10)	26 25
do do	A. M. McPhail	4	6	6 " 23 dys. from (")	129 37
Burton and Steamer Landing	R. Stevens	¼	7	12 "	180 00
Cahilty's and Kamloops	G. A. Graham	56	fort'ly	6 " (to Sept. 30, '10).	212 50
Cahilty's and Louis Creek	do	20	1	6 " (from Oct. 1, '10)	162 50
Canford and Railway Station	T. R. Hardiman.	25 yds.	6, 8-2	12 "	134 43
Canoe and Mail Catch Post	A. J. Sweeten	100 yds.	6	12 "	40 00
Carson and Marcus and Republic (R.P.O.)	J. McLaren	¾	12	12 "	156 50
Cascade and Railway Station	J. A. Bertois	¼	12	12 "	239 00
Castlegar and Railway Station	W. J. Farmer	⅛	12	12 "	80 00
Cedar Cottage and Railway Station.	U. A. Empey	50 yds.	6	12 "	86 66
Celista and Notch Hill	W. T. Smith	12	1	12 "	100 00
Central Park and Railway Station.	A. K. Farquharson	500 yds.	12	12 "	118 00
Chase and Mail Catch Post	G. Spence	¼	14	12 "	100 00
Chilcoten and Meldrum Creek	M. D. Ross	22	1	12 "	200 00
Chilliwack and Elk Creek	R. Brett	8	3	12 "	156 00
Chilliwack and Munro	A. Martin	11	6	3 " (to June 30, '10).	107 50
do do	C. McCormick	11	6	9 " (from ").	363 99
Chilliwack and Ry. Stn. (Harrison).	Chilliwack Ferry Co	7	7	11 " 8 days broken period	1,545 00
do do	J. Turvey	300 yds.	13&12	2 " 20 days (from Jan. 12, '11)	51 00
Chilliwack and Sumas	J. A. McLeod	6	6	12 "	481 35
Chu Chua and Louis Creek	S. Armour	20	fort'ly	6 " (to Sept. 30, '10).	74 08
Chu Chua and Kamloops	F. Ellison	59	1	6 " (from Oct. 1, '10)	475 00
Chu Chua and Vavenby	E. Fortier	44	fort'ly	12 "	291 67
Clayburn and Railway Station	A. Morrison	1½	7	6 " (to Sept. 30, '10).	30 00
do do	C. T. Purver	1½	6	6 " (from ").	50 00
Clayburn and Straiton	do	4	2	12 "	126 00
Clayton and Railway Station	C. W. McCallum	1¾	4	12 "	261 25
Cloverdale and Clover Valley	J. Armstrong	2½	3	12 "	100 00
Cloverdale and Kensington Prairie	S. Woods.	12¾	2	12 "	422 23
Cloverdale and Nicomekl	A. Jenkins	2	2	12 "	78 75
Cloverdale and Railway Station	W. G. Williams.	¾	6	12 "	300 48
Collingwood East and Railway Sta.	J.M.MacGregor	39 yds	6	12 "	50 00
Columbia and V.V. & E. Ry. Sta.	J. Donaldson	⅗	12	5 " (from Nov. 1, '10)	41 67
Columbia Gardens and Ry. Station	G. R. Foulston.	100 yds.	12	12 "	100 00
Comaplix and Wharf	Bowman Lumber Co	¼	6	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Coquitlam and Railway Station	J. Rowland	50 yds.	14, 6	12 months	90 00
Coutlee and Railway Station	H. W. Sutcliffe	200 yds.	6, 8 12	12 "	149 32
Crawford Bay and Grey Creek Steamer Landing	J. E. Houghton.	4	2	12 "	104 00
Creighton Valley and Lumby	A. J. Barbe	10	1	12 "	50 00
Crescent and Railway Station	W. Williams	1	6	12 "	78 24
Crescent Valley and Railway Sta.	C. W. Lester	300 yds.	6	9 " (from July 1, '10)	45 00
Creston and Railway Station	W. H. Crawford	200 ft.	2	12 "	234 75
Deadwood and Greenwood	J. H. McNeil	3	3	12 "	150 00
Deep Creek and Enderby	R. Davison	10	1	12 "	100 00
Deer Park and Wharf	W. Burgh	⅛	6	12 "	79 00
Delta and Ladner	H. J. Ford	6½	2	12 "	125 00
Denoro and Railway Station	M. W. Ludlow.	300 yds.	12	6 " (to Sep. 30, '10)	50 00
Deroche and Mail Catch Post	C. J. Cooper	50 yds.	12	12 "	125 00
Deroche and Nicomin	T. S. Purdie	3	3	12 "	141 30
Dewdney and Durien	G. Rouleau	5½	2	12 "	120 00
Dewdney and Mail Catch Post	J. Barker.	⅗	12	12 "	156 00
Dog Creek and Gang Ranch	J. D. Prentice	12	1	12 "	120 00
Dot and Railway Station	E. Slater	25 yds.	6	12 "	17 65
Douglas Lake and Quilchena	J. D. Greaves	22	1	6 " (to Sept. 30, '10).	75 00
do do	F. B. Ward	22	1	6 " (from ").	75 00
Duck Range and Monte Creek	A. Allen	5	2	12 "	125 00
Duthie and Railway Station	W. Duthie	½	3	8 " and 16 days (to Dec. 16, '10)	28 37
Duthie and Piper Siding	W. Duthie	2	3	3 " and 15 dys. (from Dec. 16, '10)	20 93
East Burnaby and New Westminster	G. H. Leaf	2	6	12 "	100 00
East Kelowna and Kelowna	E. C. Paynton	6	2	12 "	100 00
Eburne and Railway Station.	J. Graner	⅓	12	2 " and 23 dys. (from Jan. 9, '11)	22 78
Edgewood and Needles	G. Davis			Special trip	5 00
do do	N. C. Freeman			Special trips	45 00
Edgewood and Steamer Wharf	W. J. Banting	500 ft.	7	12 months	66 00
Edmonds and Railway Station	D. C. Patterson.	100 yds.	12	12 "	50 00
Eholt and Railway Station	D. R. McElmon	300 yds.	12	12 "	210 00
Enderby and Hupel	H. Hupel	20	1	7 " (from Sept. 1, '10)	145 83
Enderby and Railway Station	H. W. Harvey	200 yds.	as required	12 "	75 00
English Cove and Mail Catch Post	J. W. Spalding	1¼	3	3 " (to Sept. 30, '10).	19 50
" do	A. E. Spalding.	1¼	3	9 " (from ").	58 50
Erickson and Mail Catch Post	M. McLeod	200 yds.	12	12 "	78 00
Erie and Railway Station	J. R. Hunnex	100 yds.	12	12 "	156 48
Ewing Landing and Wharf	R. L. Ewing	¼	2	12 "	25 00
Fairview and Penticton	W. B. Hine	32	3	12 "	937 92
Falkland and Slahaltkan	W. G. Simpson	4	1	5 " (to Aug. 31, '10).	14 58
do do	W. McClounie	4½	1	7 " (from ").	22 96
Fern Ridge and B. & V., R.P.O., via Hazelmere and Hall's Prairie	D. Wix	7, 8½	3	12 "	345 54
Fife and Railway Station	D. Dunbar	100 yds.	12	3 " (to June 30, '10).	12 50
do do	O. Jackson	100 yds.	12	9 " (from ").	37 50
Fire Valley and Needles	W. H. Page	4	2	7 " (to Oct. 31, '10).	45 50
Fort George and Quesnel	A. G. Hamilton.	90	F'tly.	2 " (to May 31, '10 and extra trip)	250 00
do do	Br. Columbia Express Co	110	2 in S. F'tly. in W.	10 " (from ").	4,150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fort George and South Fort George	W. De Beck	3	F'tly.	7 mos. and 16 dys. (from Aug. 16)	31 25
Fort St. James and Fraser Lake	J. Thomson	40	F'tly.	12 ″	500 00
Fraser Arm and Gilley Railway Sta.	J. A. Skinner	1	6	12 ″	134 59
Fraser Lake and Quesnel	J. Thomson	170	F'tly.	1 ″ (to April 30, '10, and arrears)	500 00
do do	J. Reid, Ltd.	170	F'tly.	8 ″ (to Dec. 31, '10).	3,033 33
do do	T. Blench	170	F'tly.	3 ″ (from ″).	1,137 50
Fraser Mills and Railway Station	R. S. Marrell	50 yds.	18	12 ″	60 00
Fruitvale and Railway Station	J. N. Hammond	50 yds.	12	4 ″ (to July 31, '10).	25 00
do do	W. J. Palmer	50 yds.	12	8 ″ (from ″).	50 00
Gartrell and Summerland	S. F. Sharp	3½	3	11 ″ (from May 1, '10).	107 25
Gellatly and Wharf	D. E. Gellatly	¼	12	12 ″	40 00
Gerrard and Ry. Sta. and Wharf	F. J. Burns	100 & 200 yards	as required	6 ″ (to Sept. 30, '10)	71 08
do do	R. Scott	100 & 200 yards	as required	6 ″ (from ″).	75 00
Glacier and Railway Station	T. W. Shaw	40 yds.	14	12 ″	100 00
Glen Valley and Langley	N. McKay	4	2	1 ″ (to April 30, 10).	8 33
do do	T. J. Hodgson	4	2	11 ″ (from ″).	91 67
Glenwood and Langley Prairie	J. P. Smith	4	2	12 ″	130 00
Grand Prairie and Monte Creek	A. B. Smith	20	2	12 ″	285 00
Grand Forks, Columbia and C. P. Railway Station	McNeil & Henniger	1¾	as req.	3 ″ (to June 30, '10) & extra trip	100 58
do do	P. J. Hanson	1¾	as req.	9 ″ (from June 30, '10) & extra trips	187 60
Grand Forks and V.V. and E. Railway Station	Rutherford Bros.	1¼	12	12 ″	391 25
Gray Creek and Wharf	T. J. Oliver	¾	2	12 ″	52 00
Greenwood and Ferry Wash	J. McDonell	10	6	12 ″	853 25
Greenwood and Railway Station	F. C. Buckless	¾	12	12 ″	360 00
Gutelius and Railway Station	W. Crebbin	100 yds.	12	12 ″	30 00
Halcyon Hot Springs and Mail Steamer	H. McIntosh	500 yds.	14	6 ″ (to Sept. 30, '10).	20 00
do do	W. Boyd	500 yds.	14	6 ″ (from ″).	20 00
Harrison Hot Springs and Railway Station	J. C. Armstrong	5	10½1	2 ″	200 00
Harrison Mills and Railway Station	T. Kilby	150 yds.	14, 28	12 ″	116 42
Harrop and Steamer Wharf	E. Harrop	400 yds.	3	12 ″	45 00
Hastings and Vancouver	W. McGavin	3½	6	12 ″	150 00
Hatzic and Mail Catch Post	D. Slack	60 yds.	21	12 ″	164 25
Hedley and Railway Station	W. F. Revely	1	12	9 ″ (to Dec. 31, '10).	354 00
do do	D. J. Innis	1	12	3 ″ (from ″).	115 50
Hilton and Lumby	M. Hine	21	1, 2	12 ″	314 61
Hollyburn and Vancouver	J. Lawson	4	6	7 ″ (from Sept. 1, '10)	103 97
Hope and Hope Station	F. J. Boulter	2	6	2 ″ (to May 31, '10).	26 08
do do	L. Gibson	2	6	10 ″ (from ″).	130 40
Hope Station and Railway Station	P. McPhee	40 yds.	14	9 ″ (to Dec. 31, '10).	18 75
do do	S. M. Ward	40 yds.	14	3 ″ (from ″).	6 25
Howser and Railway Station	W. Simpson	1¾	1	12 ″	39 00
Hunterville and Ruby Creek.	M. Bulger	1½	2	12 ″	52 00
Huntingdon and Railway Station	M. McGillivray	½	12	6 ″ & 4 dys. (to Oct. 4, '10)	63 76
do do	do	¼	12	5 ″ & 27 dys. (from Oct. 4, '10)	36 68
Hydraulic and Main Post Road	H. W. Du Bois	15	1	12 ″	1 00
Illicillewaet and Railway Station	E. N. D. Forbes	⅛	14	12 ″	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kaladen and Main Post Road	A. S. Hatfield	1½	6	12 months	156 48
Kamloops and Mt. Olie	J.H. Latremouille	61	1	12 ″	775 00
Kamloops and Railway Station	J. Manson	1	28	12 ″	1,241 00
Kamloops and Stump Lake	T. D. Costley	35	1	12 ″	624 00
Kaslo and Railway Station (K. & S.)	P. McGregor	½	6	3 ″ & 18 dys. (to July 18, '10)	23 00
Kaslo and Lardo Steamer Wharf	P. McGregor	300 yds.	6	12 ″	94 20
Kaslo and Steamer Wharf	P. McGregor	½	12	12 ″	312 00
Keefers and Railway Station	J. Hannah	15 yds.	14	12 ″	40 00
Kelowna and Okanagan Mission	R. Ridley	8	2	3 ″ (to June 30, '10).	25 00
do do	R. Lambly	8	2	1 ″ (to July 31, '10).	8 33
do do	G. R. B. Fordham	8	2 in S. 1 in W	8 ″ (from ″).	193 02
Kelowna and Vernon	W. Scott	38	3	12 ″	1,512 59
Kelowna and Wharf	E. R. Bailey	100 yds.	12	12 ″	313 00
Keremeos Centre, Keremeos and Railway Station	H. Tweddle	1¼	12	12 ″	313 00
Keremeos Station and Penticton	W. E. Welby	35	3	12 ″	940 00
Kerrisdale and Railway Station	S. Bell	50 yds.	6 & 12	12 ″	60 82
Kitchener and Railway Station	J. Marshall	200 yds.	12	12 ″	58 00
Koch Siding and Railway Station	W. C. E. Koch	25 yds.	6	12 ″	1 00
Kokanee and Wharf	C. W. Busk	300 yds.	3	12 ″	60 00
Kootenay Bay and Wharf	G. Noyes	100 yds.	6	12 ″	25 00
Kualt and Mail Catch Post	A. Rondpré	50 yds.	7	12 ″	20 00
Kuskonook and Kootenay Landing	C. Wright	4	2	12 ″	78 00
Ladner and Mail Steamer	A. De R. Taylor	250 yds.	6	11 ″ & 27 dys. Broken period	74 17
Ladner and New Westminster	J. Jordan			Special trip	30 00
Langley and Langley Prairie	P. S. Brown	6¾	6	12 ″	306 74
Langley and Railway Station	J. Taylor	3½	6	12 ″	435 40
Lardo and Railway Station	W. S. Abbott	200 yds.	6	12 ″	62 80
Lardo and Wharf	W. S. Abbott	200 yds.	6	12 ″	62 80
Lillooet and Lytton	P. Rebagliati	47	2	12 ″	599 48
Lillooet and Pemberton Meadows	C. A. Hartzel	75	Fthiy.	12 ″	657 88
Lindell and Sardis	H. B. Frost	12	1	12 ″	145 00
Lower Nicola and Mamette Lake	I. H. F. Laycock	23	1	12 ″	370 00
Lower Nicola and Railway Station	N. Woodward	2	6, 8, & 12	12 ″	448 50
Lulu Island and Steveston	J. P. Bowditch	1	6	12 ″	60 00
Lumbey and Mabel Lake	W. G. Procter	16	1	12 ″	104 00
Lumby and Trinity Valley	A. J. Conn	1	15	12 ″	156 00
Lumby and Vernon	J. Genier	16	3	12 ″	250 00
Lynn Creek and North Vancouver	A. Sugden	4	6	12 ″	300 00
Lytton and Railway Station	B. Brophy	¼	14	12 ″	180 00
McGuigan and Railway Station	W. E. Zwicky	½	6	3 ″ & 18 dys. (to July 18, '10)	23 00
Majuba Hill and Sardis	J. B. Redman	8½	2	12 ″	144 00
Malakwa and Mail Catch Post	T. L. Wolsey	⅓	7	12 ″	150 00
Mara and Railway Station	M. E. Rosoman	¾	6, 7	12 ″	82 43
Marron Lake and Main Post Road	W. S. Parker	5	3	12 ″	150 00
Marron Lake and White Lake	W. S. Parker	7	1	12 ″	75 00
Matsqui and Mail Catch Post	A. O. Hougen	85 yds.	12	12 ″	40 00
Merritt and Railway Station	G. B. Armstrong	½	6, 12	12 ″	381 69
Merritt and Voght Valley	L. Thompson	28	1	12 ″	410 75
Middlesboro and Railway Station	H. E. Forsyth	3	6, 8, 12	3 ″ (to June 30, '10).	95 88
do do	D. P. Terrill	3	12	9 ″ (from ″)	352 11
Midway and C. P. Railway Station	C. Bubar	¾	12	12 ″	231 25
Midway and Railway Station	J. McDonell	½	6	12 ″	78 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Midway and N. & M. Railway P. O. and Oroville and Spokane (R.P.O.)	C. Bubar	1	6	12 months	156 50
Milner and Railway Station	R. A. Carncross	100 yds.	12	1 " & 16 dys. (from Feb. 13, '11)	6 53
Mirror Lake and Steamer Wharf	A. T. Davis	450 yds.	3	12 "	30 00
Mission City and Mt. Lehman	J. Israel	4	3	8 " (to Nov. 30, '10)	153 33
do do	do	5½	3	3 " (to Feb. 28, '11)	106 25
Mission City and Railway Station	J. Plumridge	175 yds.	14, 28	12 " & extra trips	373 60
Monte Creek and Railway Station	W. Plumm	135 yds.	17½	12 "	200 00
Mount Lehman and Railway Station	J. H. Methot	50 yds.	12	2 " (from Feb. 1, '11)	8 33
Myncaster and Railway Station	do	100 yds.	6	12 "	78 25
Myncaster and Rock Creek	T. R. Hanson	4	3	12 "	390 00
Nakusp and Railway Station and Steamer Wharf	F. W. Jordan	100 & 300 yds.	3 & 14	12 "	150 00
Naramata and Wharf	J. S. Gillespie	200 yds.	12	12 "	50 00
Needles and Mail Steamer	L. G. Payne	2	6	4 " (to July 31, '10)	26 00
do do	N. C. Freeman	2	6	8 " (from ")	52 00
Nelson and C. P. Railway Station	Nelson Freight and Transfer Co.	¾	44	12 "	1,160 00
Nelson and N. and F't. S. Ry. Stn.	Nelson Freighting and Transfer Co.	1 & ¾	6 & 6	12 months	344 30
Nelson and Street Letter Boxes	do	4½ & 1	as required	12 "	443 24
Nelson and Wharf	do	½	26 & 30	12 "	341 75
New Denver and Wharf	J. Delaney	⅓	15	12 "	134 67
New Westminster and B. C. Electric Railway Station	A. Rae	¼	18	12 "	302 10
New Westminster and C. P. Railway Station	F. E. Cameron	¼	28, 34, 41	12 "	760 80
New Westminster and N. W. and S. Railway Station	do	1	60	12 "	1,872 00
New Westminster Conveyance of Letter Carriers	B. C. Electric Railway Co			3 " and 19 days (from Dec. 13, '10)	54 29
New Westminster and Queensborough	J. Crane	2	6	1 " and 18 days (to May 18, '10)	20 64
New Westminster and Strawberry Hill	S. M. Snelling	6½	2	9 " (to Dec. 31, '10)	93 75
do do	L. Jack	6½	2	3 " (from ")	31 25
New Westminster and Street Letter Boxes	A. Rae	13, 5 & 3	as required	12 "	840 00
New Westminster and Timberland	S. O. Paulsen	4	2	12 "	200 00
New Westminster Special Christmas Delivery	Bell, Ingle & Co.				25 00
Nicola and Princeton	P. Marquart	72	1	3 mos. (to June 30, '10)	212 50
Nicola and Railway Station	do	1	6, 8, 12	12 "	448 50
Nicola and Stump Lake	D. Anderson	31	1	12 "	600 00
Nicola and Tulameen	P. Marquart	54	1	9 " (from July 1, '10)	900 00
North Bend and Railway Station	E. B. Richardson	200 yds.	14	12 "	80 00
North Bonaparte and 70 Mile House	A. J. Whitley	23	1	12 "	225 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
North Vancouver and Street Letter Boxes	G. W. Sugden	6½	12	7 mos. (from Sep. 1, '10)	460 83
North Vancouver and Vancouver	H. J. Foote	3	18	12 "	956 25
Notch Hill and Railway Station	C. Castle	100 yds.	14	12 "	150 00
Okanagon and Vernon	C. O'Keefe	8	2	12 "	80 00
Okanagon Centre and Wharf	J. N. Eakins	300 yds.	6	8 " (to Nov. 30, '10)	80 00
do do	J. A. Gleed	300 yds.	6	4 " (from ")	40 00
Okanagon Landing and Railway Sn	P. R. Finlayson	300	6	12 "	150 00
Okanagon Mission and Wharf	R. Ridley	200 yds.	1	12 "	13 00
150 Mile House and Williams Lake	H. Bœning	5	2	12 "	104 00
Otter and Jackman Station	F. Steel	7	6	1 " and 4 days (from Feb. 25, '11)	58 33
Paterson and Railway Station	W. M. Wood	50 yds.	14	12 "	45 00
Paulson and Mail Catch Post	T. H. Paulson	50 yds.	12	12 "	50 00
Paxton Valley and Main Post Road	J. St. Laurent	8	2	12 "	156 00
Peachland and Wharf	M. E. McDougald	200 yds.	12	12 "	100 00
Penticton and Wharf	W. E. Welby	400 yds.	6	12 "	532 00
Perry Siding and Railway Station	P. M. Schonberg	¼	6	6 " (to Sept. 30, '10)	15 00
do do	G. Hamilton	¼	6	6 " (from ")	15 00
Phœnix and C. and W. Ry Station	D. J. McDonald	½	6	12 "	309 34
Phœnix and G. N. Railway Station	T. E. and D. L. McElroy	400 yds.	6	6 " (to Sept. 30, '10)	149 15
do do	D. J. McDonald	400 yds.	6	6 " (from ")	148 20
Piper Siding and Mail Catch Post	J. Ward	25 yds.	12	12 "	78 24
Pitt Meadows and Mail Catch Post	H. Plommer	40 yds.	28	11 " (to Feb. 28, '11)	45 83
do do	E. J. Crickmay	40 yds.	28	1 " (from ")	4 17
Pitt River and Mail Catch Post	T. W. Gray	100 yds.	14	1 " and 14 days (from Feb. 15, '11)	6 25
Poplar Creek and Railway Station	A. G. Johnston	100 yds.	6	12 "	149 00
Port Hammond and Railway Stn	A. L. Lazenby	300 yds.	28	12 "	273 80
Port Haney and Railway Station	M. B. Charlton	100 yds.	26	12 "	111 44
Port Haney and Webster's Corners	J. M. Websters	4½	2	12 "	121 20
Port Kells and Railway Station	J. W. Whyte	1	6	12 "	70 00
Port Moody and Mail Catch Post	E. Bennett	⅛	26	12 "	92 84
Princeton and Railway Station	Bloomfield and Garrison	600 yds.	6	12 "	234 75
Princeton and Tulameen	W. F. Revely	18	2	10 " and 29 days from May 3, 10	1,072 00
Pritchard and Mail Catch Post	A. R. Johnstone	50 yds.	12	1 " (from Mar. 1, '11)	4 17
Procter and Wharf	G. F. Daniell	100 yds.	12, 15	12 "	206 25
Queen's Bay and Wharf	E. T. Ross	200 yds.	3	12 "	43 34
Renata and Wharf	C. Shannon	¼	6	3 " to June 30, '10)	31 25
do do	P. P. Abrams	¼	6	9 " (from ")	93 75
Revelstoke and Big Bend	A. McCræ	70	15	12 "	750 00
Revelstoke and Railway Station	H. P. Cumming	⅓	28, 35	12 "	882 92
Revelstoke and Street Letter Boxes	do	2¾	13	12 "	456 00
Riondel and Wharf	S. S. Fowler	100 yds.	12	12 "	60 00
Robson and Railway Station	J. Johnson	½	6	12 "	100 00
Roger's Pass and Railway Station	C. D. Morris	400 yds.	14, 12	12 "	110 65
Roseberry Railway Station and Wharf	H. Ingram	100 yds. & ⅛	3 & 6	6 " (from Oct. 1, '10)	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rossland and Railway Station	W. Wadds	¼	40	12 months	723 52
Rossland and Street Letter Boxes	do	2⅓	13	12 "	273 76
Ruby Creek and Railway Station	H. Fooks	100 yds.	6	12 "	25 00
Ruskin and Mail Catch Post	E. M. Heaps	100 yds.	12	12 "	36 00
St. Leon Hot Springs and Steamer Landing	M. Grady	100 yds.	14	12 "	1 00
Salmo and Railway Station	S. Ross	500 yds.	12	12 "	50 00
Salmo and Sheep Creek	do	10	6	9 " (from July 1, '10)	187 50
Salmon Arm and Railway Station	S. M. McGuire	300 yds.	17½, 28	12 "	653 12
Salmon Arm and Silver Creek	C. E. Woodbridge	11½	2	12 "	300 00
Sandon and N. and S. Railway Stn	J. A. Black	150 yds.	6	12 "	117 75
Sapperton and Railway Station	T. Johnson	50 yds.	18	12 "	150 00
Savona and Railway Station	D. H. Robinson	30 yds.	14	12 "	90 00
Seymour Arm and Sicamous	W. A. Read	36	1	7 " (from Sep. 1, '10)	60 00
Shields Station and Railway Stn	W. C. Bing	50 yds.	12	3 " (to June 30, '10).	19 56
do do	W. T. Wickham	50 yds.	12	9 " (from ")	58 68
Shingle Creek and Summerland	W. J. Armstrong	11	1	12 "	104 00
Shoreacres and Mail Catch Post	R. Oliver	200 yds.	6	12 "	50 00
Shuswap and Railway Station	G. A. Coburn	150 yds.	14	12 "	255 50
Sicamous and Railway Station	J. B. Belding	400 yds.	34	12 "	539 00
Sidley and Railway Station,	R. G. Sidley	300 yds.	6	12 "	78 25
Silverdale and Mail Catch Post	N. Thorpe	⅓	6	12 "	75 00
Silverton and Wharf	C. A. McKinnon	¼	18	12 "	223 11
Similkameen and V. V. and E. Railway Station	D. McCurdy	1	12	12 "	156 48
Sirdar and Railway Station	T. Rogers	125 yds.	14	12 "	140 00
Slocan and Railway Station and Wharf	D. McVannell	⅛, ⅛	6, 6	12 "	300 00
Slocan Jct. and Railway Station	O.W. Humphrey	50 yds.	24	12 "	40 00
South Vancouver and Vancouver	E. Phillips	5	6	12 "	452 22
Spence's Bridge and Railway Stn	A. Clemes	50 yds.	28	12 "	200 00
Spence's Bridge and Railway Stn. (Nicola Branch)	do	50 yds.	3 4, 5, 6	12 "	191 44
Spuzzum and Railway Station	H. V. Cottrell	100 yds.	14	12 "	40 00
Squamish and Wharf	D. Galbraith	1½	3	12 "	78 00
Steveston and Railway Station	A. A. Parker	¼	6, 12	12 "	78 16
Steveston and S.S. "Sonoma" (B. C. Electric Railway Terminus)	A. A. Parker	¼	6	12 "	113 72
Summerland and West Summerland	J. Ritchie	1⅓	6	9 " (to Jan. 31, '11).	234 75
Summerland and Wharf	R. H. English	¼	12	12 "	312 00
Summit Lake and Railway Station.	W. E. Marshall.	¼	3	8 " (from Aug. 1, '10)	40 00
Sunnywold and Wharf	A. White	⅓	1	12 "	25 00
Surrey Centre and Railway Station	J. Oxenham	½	6	1 " and 16 days from Feb. 13, 11)..	10 25
Taft and Mail Catch Post	F. S. Taft	125 yds.	14	5 " (to Aug. 31, 10).	16 67
do do	H. W. Godby	125 yds.	14	4 " (to Dec. 31, '10)..	13 33
do do	W. N. Ward	125 5ds.	14	3 " (from ")	10 00
Tarry and Mail Catch Post	J. Tarry	150 yds.	6	12 "	40 00
Terra Nova and Vancouver	W. K. Mellis	13⅓	6	12 "	588 49
Three Forks and Railway Station	G. H. Murhard.	¼	6	1 " (from Mar. 1, '11)	6 50
Three Valley and Mail Catch Post.	S. A. Mundy	50 yds.	14	12 "	40 00
Thrums and Mail Catch Post	T. W. Dodd	350 yds. 100 yds.	6	12 "	71 71
Trail and Railway Station	F. W. Brown	500 yds.	20, 26	12 "	308 50
Trail and Smelter Junction	Carr and Hoefer	2	13 & 6	12 "	392 51
Trout Lake and Steamer Wharf	A. M. Craig	100 yds.	as req.	11 " and 11 days from April 20, '10)..	149 00
Tynehead and Tynehead Saw Mills Station	T. H. Miller	3	2	12 "	105 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Upper Sumas and Railway Station.	J. McAdam....	35 yds.	12	1 mos and 18 days from Feb. 13, '11)..	6 53
Vancouver and Burrard Inlet P. O. Steamer Wharf....	H. J. Foote.....	½	6	12 ″	129 50
Vancouver—Special Christmas Delivery	Mainland Transfer Co........	....	.....	....	143 00
do do ..	Foote's Parcel Express	....	.....	....	52 50
Vancouver and Railway Stn. (C.P).	Mainland Transfer Co.... ..	⅓	28, 42, 56	12 months..........	5.923 95
Vancouver and Wharf—C. R. R. (Northern B. C. Steamers).	H. J. Foote ...	⅓	as req.	7 ″ and 24 days from Aug. 8, '10)...	67 50
Vancouver and China and Japan Mail Steamers..........	Mainland Transfer Co........	⅓	as req.	12 ″	501 00
Vancouver and Gambier P.O. Steamer Wharf..........	H. J. Foote	½	4	12 ″	52 50
Vancouver and Granville St. Railway Station	do	1	12, 24	12 ″	490 00
Vancouver and G. T. P. Steamer "Prince George"........	F. A. Lee	....	.....	Special trip......	2 50
Vancouver and Railway Stn. (G.N)	H. J. Foote.....	¾	as req.	12 months..........	2,316 98
Vancouver and Hastings St. B. C. Electric Station	do	½	18	12 ″	340 55
Vancouver—Conveyance of Letter Carriers	British Columbia Electric Railway Co.......	....	.....	12 ″	1,762 50
Vancouver and Branch and Sub-Offices, and Street Letter Boxes, etc.	H. J. Foote.....	....	as req.	12 ″	5,084 09
Vancouver and Mackenzie Bros., S.S. Wharf.	do	½	2	2 ″ and 11 days to June 11, '10...	9 00
Vancouver and Railway Station and Nanaimo Steamer Wharf........	Mainland Transfer Co	⅓	6, 8	12 ″	369 57
Vancouver and Wharf (G.T.P) ...	H. J. Foote ...	½	4	7 ″ and 15 days from Aug. 17, '10...	65 62
Vancouver and Sechelt Steamer Wharf..........	do	¾	12, 8	3 ″ (from Jan. 2, '11)	46 12
Vancouver and Squamish Steamer Wharf..........	do	½	8	12 ″	295 00
Vancouver and S.S. "Venture" Wharf..........	do	½	1-72	12 ″	31 86
Vancouver and Union S S. Co.'s Wharf..........	do	½	as req.	12 ″	395 98
Vancouver and Victoria Steamer Wharf..........	Mainland Transfer Co........	⅓	12, 14	12 ″	490 75
Vancouver G.N.R. Station and C. P.R. Skagway Steamers........	H. J. Foote	1	as req.	12 ″	82 00
Vernon and Railway Station	L. Harwood....	¼	as req.	12 ″	248 60
Walhachin and Mail Catch Post...	A. C. R. Pole..	100 yds.	14	3 ″ (to June 30, '10)	10 00
do d. ..	G.M. Flowerdew	100 yds.	14	9 ″ (from ″)	30 00
Waneta and Railway Station......	F. Adie........	500 yds.	12	12 ″	156 50
Westbank and Hall's Landing.....	W. M. Collins..	1	3	12 ″	117 00
Westley and Railway Station.....	O. Wheeler.....	50 yds.	12	12 ″	20 00
Whiteman Creek and Wharf......	V. Willett	¾	1	12 ″	26 00
White Rock and Railway Station .	F. C. Philp.....	⅛	6	7 ″ and 16 days from Aug. 16, '10...	97 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Whonnock and Mail Catch Post...	R. S. Whiting..	50 yds.	12	12 months	85 68
Williams Siding and Mail Catch Post..........................	J. Bell.........	150 yds.	12	12 "	25 00
Willow Point and Steamer Wharf.	C. W. West....	100 yds.	3	12 "	37 48
Wilson Landing and Mail Steamer.	V. H. Goodacre.	¼	2	12 "	26 00
Winlaw and Railway Station... ..	J. B. Winlaw...	50 yds.	6	12 "	20 00
Winn and Railway Station........	G. B. Campbell.	200 yds.	6	8 " (from Aug. 1, '10)	24 00
Wynndel and Mail Catch Post....	E. Butterfield...	½	6	7 " (from Sept. 1, '10)	23 33
Yale and Railway Station.........	D. J. Creighton.	100 yds.	28	12 "	120 00
Ymir and Railway Station........	A. C. O Neill...	250 yds.	12	7 " (to Oct. 31, '10)	72 92
do do	W. L. Rand....	250 yds.	12	5 " (from ")	52 08
Total........					$120,222 02

APPENDIX B—*Continued.*

VICTORIA POSTAL DIVISION,

DETAIL of all payments for Mail Transportation in Victoria Postal Division, made within the Fiscal Year ended March 31, 1911.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alberni and Beaver Creek...... ...	A. Shaw........	6¾	2	6 mos. (to Sept. 30, '10).	52 00
do do	R. Orr.........	6¾	2	6 " (from ").	52 00
Alberni, Nanaimo and Port Alberni	J. A. McCarter.	60	3	7 " 9 days (to Nov. 9, '10)	894 78
Aldermere and Francis Lake	S. J. Willton....	110	mthly	3 " (to June 30, '10)..	225 00
do do	J. McAmis.....	110	semi-mthly	9 " (from ")..	1,125 00
Aldermere and Hazelton	G. McKenzie....	60	wkly sumr fort'ly wint'r	2 " (to May 31, '10)..	191 66
do do	F. L. Charleson.	60	"	5 " (to Oct. 31, '10) ..	835 14
do do	do .	60	1	5 " (from ") ..	1,108 68
Anaham Lake and Hagensborg ...	S. S. Gledhill...	70-20	mthly fortl'y	12 "	675 72
Arlington Hotel and Railway Stn..	P. L. Good.	200 yds.	6	5 " (from Nov. 1, '10)	19 42
Bella Coola and Hagensborg.......	Estate of late H. B. Christinson	10	5 tim's mthly	12 "	198 00
Big Bay and Port Simpson	H. Peek..	8	1	4 " 13 days (to Aug. 10, '10).	43 85
Big Bay and Prince Rupert...... .	do	25	1	7 " and 18 days (from Aug. 10, '10)..	76 15
Bowen Island and Steamer Wharf..	R. H. Green....	¼	10	12 "	130 00
Brackendale and Squamish........	H. Judd	7	3	12 " and arrears......	208 34
Brechin and Nanaimo.	W. Mills..	2½	6	12 "	156 00
Cedar and Stovely	H. Maguire	3	1	12 "	60 00
Chamadaska and Steamer Wharf ..	R. H. Marlatt..	½	2	6 " (from Oct. 1, '10).	12 50
Chemainus and Kuper Island. ...	W. Lemmens. ..	5	2	12 "	213 33
Chemainus and Railway Station....	E. J. Palmer. ..	⅓	18, 24	12 "	214 28
Church House and Steamer Wharf.	W. Thompson ..	¼	1	12 "	25 00
Cobble Hill and Railway Station ..	J. A. Porter....	40 yds.	9, 12	12 "	71 42
Colquitz and Victoria.	H. Trull	5	6	12 "	315 75
do do	J. Freeman.....	5	6	Arrears from April 1, '08, to March 31, '10.......	9 08
Comox and Parksville.....	H. Pillar.	60	1	12 months	750 00
Comox and Sandwich	H. Creech......	4	3, 4	12 "	282 82
Comox and Steamer Wharf	E. Holmes	¼	3 & 4	12 "	121 98
Coombs and Railway Station	W. Ford.	¼	3	2 " (from Feb. 1, '11).	8 33
Corfield and Railway Station	A. Reid........	1½	6	12 "	99 00
Cowichan Bay and Cowichan Stn..	A. Frumento....	3	6	12 "	120 00
Cowichan Lake and Duncan's Stn..	Price Bros......	21	wkly sumr fort'ly wint'r	12 "	240 00
Cowichan Station and Railway Stn.	P. Frumento....	75 yds.	18&24	12 "	71 42
Cracroft and Steamer Wharf... ..	P. McCormick..	¼	1	12 "	25 00
Crofton and Westholme Station....	B. W. Devitt. ..	4¼	6	12 "	300 00
Cumberland and Railway Station..	Hayman & Maxwell..........	½	12	12 "	225 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cumberland and Steamer Wharf (Union Bay)	Wellington Colliery Co., Ltd.	12	6	12 months..............	360 00
Cumberland and Union Bay.......	Union S.S Co..	12	2	4 " and 25 days (from Nov. 5, '10)...	48 26
Denman Island and Steamer Wharf	M. Manson.....	⅓	2	12 "	100 00
Duncan's Station and Maple Bay..	J. Duncan	4⅓	3	1 " (to April 30, '10)..	11 34
do do ..	R. Duncan.....	4⅕	3	7 " (to Nov. 30, '10)..	103 41
do do ..	A. W. Flett. ..	4½	3	4 " (from ")..	60 98
Duncan's Station and Railway Stn..	D. Ford	200 yds.	18, 24	12 "	178 51
Duncan's Station and Tzonhalem ..	W. Morley.	3	6	12 "	200 00
East Sooke and Main Post Road...	W. J. Burnett..	10	1	12 "	125 00
East Wellington and Northfield....	W. Badcock....	2	6	12 "	100 00
Errington and Main Post Road....	J. A. McCarter.	2	6	7 " 9 days (to Nov. 9, '10)......	18 28
Errington and Railway Station....	G. Buttrey.	2½	4	4 " 21 days (from Nov. 9, '10)	46 95
Esquimalt and Victoria	E. S. Woodward	4	12	10 " (to Jan. 31, '11)..	400 00
do do	J. A. Rodwell..	4	12	2 " (from ")..	80 00
Extension and Nanaimo..........	A. J. McMillan.	8	6	12 "	487 84
French Creek and Parksville	H. Pillar, Sr....	4¾	4	12 "	150 00
Ganges and Steamer Wharf. . ..	J. Mowat......	100 yds.	4	12 "	25 00
Ganges and Salt Spring Island.....	G. J. Mowat ...	3	2	12 " and arrears.....	62 50
Gibson's Landing and Mail Steamer	E. Fletcher.....	1¼	4	12 "	73 49
Goldstream and Railway Station...	W. Miller	⅓	6	12 "	80 00
Gordon Head and Victoria........	W.J.Williamson	6½	6	12 "	450 00
Grantham and Sandwich....... ..	G. P. Winger...	5½	2	12 "	60 00
Hagan and Railway Station, via Sluggett.............	F. Young.	4⅓	3	12 "	140 00
Happy Valley and Main Post Road	J. G. Walker...	2¾	2	12 "	56 25
Hartley Bay and Kitamaat	E. McCoskrie...	300 yds.	as req.	3 " (to Sept. 30, '10)..	6 25
Hazelton and Kispiox.............	H. Taylor. . .	20	wkly sumr fortl'y wint'r	3 " 19 days (from Dec. 12, '10).	114 13
Hazelton and Manson Creek.......	H. M. Beach....	190	10 per season	Season 1910........... ..	580 00
Hazelton and Prince Rupert......	Biernes & Mulvaney........	190	1	3 mos. (from Jan. 1, '11)	10,380 00
Heal and Railway Station.........	C. A. Heal......	1½	2	12 "	95 40
Heriot Bay and Steamer Wharf....	H. A. Bull......	50 yds.	4	12 "	12 00
Hillbank and Railway Station.....	E. H. Forrest...	400 yds.	12	8 " (from Aug. 1, '10)	26 63
Hornby Island and Mail Steamer..	G. H. Herbert..	2	4	12 "	80 00
do do ..	T. L. Smith	¼	....	Special trips............	1 00
Irvine's Landing and Steamer Wharf	T. Dames.	¼	4	9 mos. (from July 1, '10)	39 00
Keating and Railway Station	F. Young.......	300 yds.	6	12 "	60 00
Kitamaat and Kitamaat Mission...	G. L. Anderson.	4	fort'ly	12 "	84 00
Koksilah and Railway Station.....	M. Fernyhough.	200 yds.	6	12 "	40 00
Ladysmith and Railway Station....	T. Bryant	400 yds.	18, 24	12 "	357 14
Lazo and Comox	C. H Pigott....	5	2	5 " (from Nov. 1, '10)	41 65
Millstream and Railway Station....	F. S. Mitchell ..	5	2	12 " and refund.......	122 30
Milne's Landing and Victoria......	E. Milne. .. .	23	1	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Nanaimo and Comox Steamer Wharf	E. A. Hoskin...	300 yds.	3	12 months..............	78 00
Nanaimo and North Gabriola.... .	R. Hoggan.....	4	1	12 "	100 00
Nanaimo and Railway Station.....	E. A. Hoskin...	¼	18, 24	12 "	357 14
Nanaimo and Stovely.	W. Raines......	5	6	12 "	100 00
Nanaimo and Street Letter Boxes..	E. A. Hoskin...	7	7	12 "	295 00
Nanaimo and Steamer Wharf (Union S.S. Co.)	do ...	300 yds.	2	4 " 25 days (from Nov. 5, '10)........	50 00
Nanaimo and Vancouver Steamer Wharf...............	do ...	300 yds.	11	12 "	199 13
Nanoose Bay and Main Post Road.	M. Roberts.....	2	2	12 "	75 00
Northfield and Railway Station . ..	W. Badcock....	1	6	12 "	190 00
North Saanich and Railway Station	H. A. Pye......	3½	6	12 "	155 33
Oak Bay and Victoria.............	E. E. Richards..	2½	12	12 "	182 00
Otter Point and Shirley...........	E. Clark........	6	1	12 "	66 64
Otter Point and Victoria.....	H. Clark........	35	2	12 "	571 05
Parksville and Railway Station ...	A. Hirst........	½	6	4 " and 20 days (from Nov. 10, '10)..	46 95
Pender Island and Steamer Wharf.	R. S. W. Corbett	3	1	12 "	75 00
Port Alberni and Cameron Lake...	J. E. McCarter.	20	3	4 " and 20 days (from Nov. 10, '10)..	191 73
Port Essington and Steamer Wharf	W. Cameron . ..	400 yds.	2	6 " (to Sept. 30, '10)..	26 00
Port Hardy and Quatsino..	E. Evanson.....	17	semi-mthly	12 "	360 00
Port Hardy and San Josef Bay ...	H. Peterson	68	"	2 " (from Feb. 1, '11).	50 00
Port Neville and Steamer Wharf. .	A. S. Burchette.	½	1	12 "	15 00
Port Simpson and Steamer Wharf .	J. A. Sharp. ...	400 yds.	2	6 " (to Sept. 30, '10)..	26 00
Powell River and Steamer Wharf..	J. R. Randall...	400 yds.	3	5 " (from Nov. 1, '10).	10 39
Prince Rupert and Steamer Wharf.	Union Transfer Co.	¼	2	12 "	135
Prince Rupert and Port Simpson and Stewart	Northern Steamship Co. of B.C.	....	......	Special trips...........	10 0
Retreat Cove and Mail Steamer....	H. Vollmers....	4	1	3 mos. (to June 30, '10)..	12
do do	W. Cruickshank	4	1	9 " (from ")..	37
Robert's Creek and Mail Steamer..	L. H. Roberts..	½	4, 3	12 "	43
Rocky Point and Victoria.........	T. Parker.......	25	2, 3	12 "	593
Roy and Mail Steamer...........	W. W. Vincent.	¼	1	12 "	35 2
Royal Oak and Railway Station. ..	W. E. Heal.....	½	6	12 "	123 96
San Josef Bay and Winter Harbour	H. Ohlson	25	Mthly	12 "	300 00
Shawinigan Lake and Railway Stn.	A. Koenig......	50 yds.	9, 12	12 "	53 56
Sidney and Railway Station......	J. J. White. ...	300 yds.	6	12 "	50 00
Sidney and Sidney Island.........	Sidney Island Brick & Tile Co	4	6	4 " (from Dec. 1, '10)	41 73
Sointula and Steamer Wharf......	F. Myttie.......	⅓	2	9 " (from July 1, '10)	9 00
Somenos and Railway Station	W. Herd.....	100 yds.	12	12 "	100 00
South Pender and Mail Steamer...	A. R. Spalding.	1½	2	12 "	28 00
South Wellington and Railway Stn.	J. W. Davis...	¼	12	12 "	93 48
Stewart and Steamer Wharf.......	Stewart Transfer and Transportation Co......	2	1	6 " and 7 days (from Sept. 23,'10, and special trips	140 00
Stillwater and Mail Steamer.... ..	J. M. O'Brien..	200 yds.	2	12 months.....	24 00
Strawberry Vale and Railway Stn.	J. Pimlott	1	6	12 "	156 00
Thurlow and Mail Steamer........	J. M. Forrest...	300 yds.	2	12 "	25 00
Tod Inlet and Railway Station.....	W. S. Butler....	3½	12	12 "	310 00
Tunstall Bay and Steamer Wharf.	G. C. Tunstall, jr	200 yds.	6	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Turgoose and Railway Station.....	F. Turgoose. ...	200 yds.	6	12 months.............	40 00
Union Bay, Railway Station and Steamer Wharf................	G. Howe.	½	6	3 " (to June 30, '10).	18 75
do do	J. Fraser	½	6	9 " (from ")	66 36
Vananda and Steamer Wharf......	W. Embleton ...	300 yds.	2	12 "	90 00
do do	A. G. Deighton .	300 yds.	4	12 "	180 00
Victoria — Conveyance of Letter Carriers........................	British Columbia Electric Co...	25	as rqd	12 " and arrears.....	740 00
Victoria and E. & N. Railway Stn.	The Victoria Transfer Co..	½	18, 24	12 "	494 51
Victoria and V. & S. Railway Stn..	J. H. King.....	½	6	12 "	150 00
Victoria and Street Letter Boxes...	S. E King	21	7	12 "	1,250 00
Victoria and Wharf...............	The Victoria Transfer Co...	....	......	12 "	444 00
Victoria and Vancouver...........	Pacific Transfer Co	¼	13, 14	12 "	435 00
Victoria—Special Xmas delivery...	do	....	. ..	Special service..........	147 50
Welcome Pass and Mail Steamer...	C. Priestland ...	¼	2	12 months	50 00
Wellington and Railway Station..	R. May...	¼	6, 12	12 "	125 57
Westholme and Railway Station...	G. A. Newhouse	300 yds.	18, 24	12 "	107 13
Whaletown and Steamer Wharf....	N. Thompson...	1½	2	12 "	25 00
Wilson's Crossing and Railway Stn.	E. C. Southam..	¼	6	12 "	60 00
				Total....	34,705 29
				Less amount withdrawn from the Guarantee Fund...	32 50
				Total.............	34,672 79

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1911.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		$ cts.
Alberta Railway and Irrigation Co	12 months	1,914 71
Algoma Central and Hudson's Bay Railway	12 ″	222 96
Atlantic, Quebec and Western Railway	12 ″	1,623 76
Bay of Quinté Railway	12 ″	6,879 15
Berlin and Bridgeport Electric Railway	12 ″	100 00
Boston and Maine Railway	12 ″	2,937 33
British Columbia Electric Railway	12 ″	1,835 10
Brockville, Westport and Northwestern Railway	12 ″	3,380 40
Canadian Northern Railway	12 ″	141,126 40
Canadian Pacific Railway	12 ″	860,072 28
Cape Breton Electric Railway	12 ″	954 87
Caraquet Railway	12 ″	2,892 60
Central Ontario Railway	12 ″	7,210 14
Central Vermont Railway	12 ″	6,560 69
Chatham, Wallaceburg and Lake Erie Railway	12 ″	470 00
Cumberland Railway and Coal Co	12 ″	1,010 68
Dominion Atlantic Railway	12 ″	13,788 76
Elgin and Havelock Railway	12 ″	676 08
Galt, Preston and Hespeler Street Railway	12 ″	826 32
Grand Trunk Railway Co	12 ″	389,526 77
Grand Trunk Pacific Railway	12 ″	43,562 04
do do (paid to Fauquier Bros)	12 ″	312 00
Great Northern Railway	12 ″	4,083 91
Halifax and South Western Railway	12 ″	18,135 90
Hamilton, Beamsville and Grimsby Railway	12 ″	550 00
Hamilton and Dundas Street Railway	9 ″ from July 1, '10	148 00
Hamilton Radial Electric Railway	12 ″	234 75
Hull Electric Railway	12 ″	1,000 00
Intercolonial Railway	12 ″	206,907 71
International Railway	12 ″	200 00
Irondale Bancroft and Ottawa Railway	12 ″	767 84
Inverness Railway and Coal Company	12 ″	1,145 58
Kent Northern Railway	12 ″	676 08
Kingston and Pembroke Railway	12 ″	7,208 98
Kootenay Railway and Navigation Company	3 ″ and 17 days to July 17, '10	83 53
Levis County Railway	12 ″	400 00
London and Lake Erie Railway and Transportation Company	12 ″	211 01
Lotbiniere and Megantic Railway	12 ″	1,497 60
Maine Central Railroad	12 ″	2,659 24
Manitoulin and North Shore Railway	12 ″	162 76
Maritime Coal and Railway Company	12 ″	300 48
Michigan Central Railway	12 ″	59,870 86
Moncton and Buctouche Railway	12 ″	801 28
Napierville Junction Railway	12 ″	373 35
Nelson and Fort Sheppard Railway	12 ″	1,502 40
New Brunswick Coal and Railway Company	12 ″	1,281 22
New Brunswick and Prince Edward Island Railway	12 ″	1,780 69
New Brunswick Southern	9 ″ to Dec. 31, '10	1,574 60
New Westminster and Southern Railway	12 ″ less fines	2,839 88
Nova Scotia Steel and Coal Company	12 ″	313 00
Ottawa and New York Railway	12 ″	4,259 30
Pere Marquette Railway	12 ″	12,078 18
Port Arthur Electric Railway	10 ″ from June 1, '10	291 66
Prince Edward Island Railway	12 ″	21,990 78
Quebec Central Railway	12 ″	21,277 00
Quebec and Lake St. John Railway	12 ″	14,501 68
Quebec, Montreal and Southern Railway	12 ″	6,938 70
Quebec Oriental Railway	12 ″	4,476 21
Quebec Railway Light and Power Company	12 ″	2,473 31
Red Mountain Railway	12 ″ Less fine	290 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1911—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount. $ cts.
Rutland Railway	12 months	87 64
St. John Bridge and Railway Extension Company	12 "	500 00
St. Lawrence and Adirondack Railway	12 "	3,215 34
St. Martin's Railway	12 "	948 23
Salisbury and Albert Railway	12 "	2,253 60
Sandwich, Windsor and Amherstburg Railway	12 "	675 00
Sydney and Glace Bay Railway	9 " to Dec. 31, 10	707 12
Sydney and Louisburg Railway	12 "	1,001 60
Temiscouata Railway	12 "	5,642 08
Temiscamingue and Northern Ontario Railway	12 "	14,007 09
Thousand Islands Railway	12 "	730 00
Toronto, Hamilton and Buffalo Railway	12 "	3,264 09
Toronto and York Radial Railway	12 "	2,533 48
Vancouver, Victoria and Eastern Railway	12 "	3,165 16
Vancouver, Westminster and Yukon Railway	12 "	1,506 62
Victoria and Sidney Railway	12 "	447 59
Windsor, Essex and Lake Shore Railway	12 "	964 04
Total		1,934,819 19

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1911.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Agnes and Woburn	H. W. Albro	12	6	Season 1910	253 50
Ahmic Harbour and Burk's Falls	Magnetawan River and Lake Steamboat Co	50	6	"	1,518 50
Alert Bay and Kingcombe Inlet	Alert Bay Sawmill Co	50	Monthly	12 months	50 00
Anticosti and Mingan	A. Noel	40	3 per month.	Season 1910	600 00
Arrowhead and Comaplix	Bowman Lumber Co	16	6	12 months	1,244 00
Baie St. Clair and Fox Bay, &c	Maritime and Commercial Co. of Lower St. Lawrence	120 & 58	1 or more per month.	Season 1910	250 00
Bersimis and Rimouski, &c	I. St. Pierre	28, 35	2 & 1	"	1,000 00
Bonne Esperance and Harrington Harbour, &c.	J. Hebert	105, 140	7 per quarter	"	900 00
Bonne Esperance and Lourdes du Blanc Sablon	do	39	6 "	"	300 00
British Columbia Services as follows (less $369 in deductions)—					
Arrowhead and Robson	Canadian Pacific Railway	122	7	9 months and 14 days (to Jan. 14, '11)	3,525 80
Arrowhead and Burton		62	7	2 " 17 " (from ")	471 20
Arrow Lake and West Demers		·25	4	17 trips	4 25
Burton and Edgewood		21	3	Broken period	52 50
Gerrard and Trout Lake		17	3	12 months	151 98
Kaslo and Lardo		18	3	12 "	169 56
Kootenay Lake and Gray's Creek		5	2	12 "	52 50
Kootenay Lake and Kootenay Bay		2	6	12 "	48 40
Kootenay Lake and Queens Bay		5	3 & 6	12 "	73 00
Naas Route and Kitamaat Mission and Bella Coola		45 & 63	Monthly	3 " (to June 30, '10)	625 00
Nanaimo and Comox		60	3	12 "	1,866 00
Nelson and Kalso		45	6	12 "	1,192 50
Nelson and Kootenay Landing		52	7	12 "	1,898 00
Okanagon Lake and Namarato		2·5	12	12 "	174 00
Okanagon Lake and Okanagon Mission		3	1	12 "	15 60
Okanagon Lake and Sunnywold		·5	1	12 "	2 60
Okanagon Lake and Westbank		1	3	12 "	15 70
Okanagon Lake and Whiteman Creek		3·5	1	12 "	18 20
Okanagon Lake and Wilson's Landing		1·5	2	12 "	15 60

Penticton and Okanagon Landing		60	6	12 "	1,878 00
Robson and Edgewood		39	3	2 " 17 days (to Mar. 31, '11)	124 80
Seattle (U.S.), and Victoria		80	7	12 "	6,000 00
Slocan and Roseberry		25	9	12 "	1,120 00
Vancouver and Nanaimo		40	6 & 2	12 "	3,084 00
Vancouver and Stewart, Nass, &c., via Queen Charlotte Islands		700 & 723	1	9 " (from July 1, '10)	4,500 00
Vancouver and Victoria		80	7 & 14	12 "	8,131 00
Campo Bello and Eastport, Me	Campo Bello and Eastport Steamboat Co.	1	1 & 2	12 "	350 00
Caraquet and Shippigan	Gloucester Navigation Co	25	6	Season 1910	200 59
Carillon and Lachine	Ottawa River Navigation Co	105·2	6	" (less deduction)	542 29
Chicoutimi and Quebec	Richelieu and Ontario Navigation Co	234	2, 4, 7	"	2,764 60
Cobourg and Port Hope and Charlotte, N.Y.	Lake Ontario and Bay of Quinte Steamboat Co	60	6	"	890 88
Collingwood and Owen Sound, Killarney, Penetanguishene and Parry Sound	Northern Navigation Co	156 & 66	6 & 3	"	1,030 00
Cutler and Gore Bay, &c	Purvis Bros	30 & 52	6½-4-½	"	2,033 04
Cutler and Manitowaning	Sims Bros	55	6 & 1	"	1,773 90
Deseronto and Picton	Hepburn Bros	32	6	12 months	1,878 00
Esquimaux Point and Natashquan	U. Cormier	78	3 per month.	Season 1910 and arrears	250 00
Gananoque and Admiralty Group	J. Belfre	16	6	" "	160 00
Gananoque and River Points	G. H. Funnell	16	6	" "	190 25
Glen Island and Picton	P. F. Collier	7	12	" "	50 00
Golden and Windermere	Upper Columbia Transportation Co.	100	2	" "	440 00
Gold Rock and Wabigoon	Wabigoon and Manitou Steamboat Co	30	3	" "	425 00
Gore Bay and Thessalon	Purvis Bros	60	2	"	500 00
Grand Rapids and Selkirk	H. McKay	15		4 trips	12 00
Halifax and Boston, Mass	Canada Atlantic and Plant S. S. Co	389	Weekly	9 months (to Dec. 31, '10)	27 41
Halifax and St. Johns, Nfld	New York, Newfoundland and Halifax S. S. Co	540		1 trip	122 60
Hartley Bay and Kitamaat	S. Henderson	45	Fornightly	1 trip	25 00
do do	C. A. G. Robinson	45	"	7 months (to Dec. 31, 1910)	490 00
Hazelton and Kitselas, Prince Rupert, &c	Biernes and Mulvaney	190, 100	1	Season 1910	6,300 00
Hazelton and Prince Rupert, &c	J. Thomson	190, 90	2	"	2,804 58
do do	Prince Rupert and Skeena Transportation Company	190, 90		1 trip	106 59
Kaslo and Nelson, &c	Kootenay Railway & Navigation Co	45, 2, 5	6 & 3	1 month and 26 dys. (to May 26,'10)	237 60
Killarney and Owen Sound	Dominion Transportation Co	90	Weekly	Season 1910	104 00
Kingston and Cape Vincent, N. Y	St. Lawrence River Steamboat Co	18	1 & 2	12 months	1,400 00
Kingston and Ottawa	Rideau Lakes Navigation Co	145	2 & 4	Season 1910	600 00
Kingston and Parrsboro	Dominion Atlantic Railway	26	6	"	1,000 00
Kingston and Wolfe Island	Municipality of Wolfe Island	4	6	"	100 00
Ladner and Steveston	G. W. Brewster	6	6	12 months	186 00
Lakefield and Young's Point	P. P. Young	20	6	Season 1910	250 00
L'Etete and St. Stephen &c	Deer Island and Campo Bello S. B. Co	49	4 & 3	12 months	1,000 00
Levis and Quebec	La Traverse du Levis, Ltd	1	123 & 133	12 "	900 00
Lindsay and Sturgeon Point	Otanabee Navigation Co	10 & 18	12	Season 1910	200 00
Massett and Prince Rupert	H. Edenshaw	1,050	Varying	" 1910	200 00
Metlakatla and Prince Rupert	T. Parker	5	1	" 1910 (20 trips)	60 00
Montreal and Quebec	Richelieu and Ont. Navigation Co	180	6	" 1910	3,456 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1911.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
Nanaimo and Sidney and Gulf Islands	Nanaimo and Sidney Transportation Co.	62 & 60	2 & 4	12 months	4,650 00
Newport and Georgeville, &c	Boston and Maine Railroad	40	6	Season 1910	105 60
New Westminster and Westham Island	R. Jardine	17	6	12 months	1,535 00
Niagara and Toronto	Niagara Navigation Co	36	12	Season 1910	945 00
North Sydney and Port au Basque	Reid Newfoundland Co	96	3	12 months	30,929 40
Norway House and Warren's Landing	Hudson's Bay Co	20	2	Season 1910	38 00
Ottawa and Thurso and L'Orignal	Ottawa River Navigation Co	59 & 30	6	″	626 82
Pembroke and Rapides des Joachims	Pembroke Navigation Co	50	6	″	100 00
Port Essington and Prince Rupert	R. S. Cunningham & Sons	20	6	5 mos. and 7 dys.(from July 25, '10)	243 00
do do	North Coast Towing Co	20	6	Extra trips	31 00
do do	Canadian Fish and Cold Storage Co	20	6	″	5 00
Quebec, Halifax and Bristol, England	Canadian Northern S. S. Co			19 trips (period ended Mar. 21, 1911)	15,200 00
Quebec and Liverpool, England	White Star-Dominion S. S. Co			28 trips (period ended Nov. 12, 1910)	22,400 00
Rossean and Gravenhurst, &c	Muskoka Lakes Navigation and Hotel Co.	48, 50, 25	6	Season 1910	6,240 00
Selkirk and Warren's Landing	W. Robinson	280 & 180	2 & 1	″	160 00
Trenton and Twelve o'clock Park	H. E. Groff	3½	12	″	25 00
Vancouver and Bella Coola, Kimsquit &c	Boscowitz S. S. Co	378 & 25	3 & 1	12 months	2,259 00
Vancouver and Britannia Beach, McNab's Creek and Squamish	Terminal Steam Navigation Co	30 & 5	6, 2, 3	12 ″	1,146 00
Vancouver and Indian River	F. W. Foster	21	6	12 ″	517 25
Vancouver and McNab's Creek	Capt. A. S. Brown	30	2	6 ″ (from Oct. 1, 1910)	143 00
Vancouver and Prince Rupert, Vananda and Cracroft	Union S. S. Co	565, 100, 215	1	13 ″	9,566 00
Vancouver and Prince Rupert	McKenzie Bros	530	1	3 ″ (to June 30, '10)	320 00
do do	Grand Trunk Pacific Coast S. S. Co	530	1	6 ″ (from Oct. 1, 1910)	4,400 00
Vancouver and Sechelt	Sechelt S. S. Co	32	6	12 ″	274 09
Yarmouth and Boston, Mass., U.S.A	Dominion Atlantic Ry. Co	250	6	12 ″	4,179 36
Maintenance of S. S	Lady Evelyn				19,729 85
	Total				$ 200,154 89

APPENDIX B—*Continued.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Fiscal Year ended March 31, 1911.

To whom paid.	Particulars of Disbursements.	Amount.	
		$	cts.
E. G. Shepherd	Steel Ferrules &c	18,531	00
S. & H. Borbridge	Mail bags supplied &c	12,323	10
C. Stratton	do	11,203	23
Edinboro Roperie & Sailscloth Co	Mail bagging	8,738	59
W. Willis & Son	Repairing mail bags	5,796	61
C. H. Hall	do	3,438	50
Hugh Carson	do	2,658	07
M. J. Wilson & Sons	do	2,568	80
G. Lugsdin & Co	do	1,966	13
Collector of Customs	Customs duty on mail bagging	1,589	10
Pritchard Andrews Co	Lead Seals, &c	1,447	68
D. Choquette	Repairing mail bags	1,426	66
T. Fardy	do	1,424	50
L. J. A. Miller	do	1,372	56
C. Warner	do	1,308	36
Hamilton Cotton Co	Cotton Cord	880	00
M. Scarrow	Repairing mail bags	865	06
Mrs. P. O'Donoghue	do	780	67
Waterbury Brass Co	Brass grommetts	760	00
J. McCormick	Repairing mail bags	749	49
L. Desmarais	do	648	72
Geo. May & Sons	Making Newspaper sacks	647	62
Woods, Ltd	do	566	16
Capital Scale Brass & Iron Foundry Co	Label cases &c	538	21
W. L. McNabb	Repairing parcel post Hampers	429	00
S. Jennings	Lettering British mail sacks	391	85
John McKay	Painting Newspaper sacks	390	45
R. H. Everest	Repairing mail bags	299	25
Canadian Pacific Railway Co	Erecting mail cranes	165	76
Smith & Egge M'f'g. Co	Registered mail locks	153	00
Mounce & Co	Cartage &c	102	05
Thornton & Truman	Repairing International mail locks	97	65
American Express Co	Express charges on brass grommetts	63	26
Intercolonial Railway	Erecting mail catching post	40	16
C. Higgerty	Customs broker's fees	21	80
J. P. & F. W. Esmonde	Sample parcel post hampers	20	00
Grand Trunk Railway Co	Repairing mail cranes	17	55
J. W. Paton	Varnish, Oils &c	13	75
Stephen Bros	do	7	25
Modern Machine Co	Keys	5	50
J. C. Henderson	Cartage R.M.D. boxes	2	35
F. Baird	Materials for photos	2	00
Quebec Oriental Rwy. Co	Removal of mail catching post	2	00
Strathroy Cartage Co	Cartage	0	30
Ottawa & New York Ry. Co	do	0	33
	Total	84,454	08

R. M. COULTER,
Deputy Postmaster General.

W. J. GLOVER,
Accountant.

APPENDIX C.

ACCOUNTING POST OFFICES

MONEY ORDER AND OTHER TRANSACTIONS

APPENDIX C.

MONEY ORDER TRANSACTIONS.

The number of Money Order Offices in operation on the 31st March, 1911, was 3,501, an increase of 190 over the previous year.

The total number of Orders issued during the year was 4,840,896, as against 4,178,752 for the previous year. The aggregate value was $70,614,862.24, as against $60,967,162.42 for the previous year.

3,194,474 of the Orders issued during the year with a value of $45,451,424.84, were payable in the Dominion of Canada.

1,646,422 with a value of $25,163,437.40 were payable abroad.

The number of Orders issued abroad and payable in Canada was 565,468 with an aggregate value of $8,664,556.70.

The number of Orders issued in Canada on the United States was 708,026, and the value $8,442,262.66.

The number of Orders issued in the United States on Canada was 470,107, and the value $6,647,385.22.

The following statement shows the number and value of Canadian Money Orders and Postal Notes paid in the United States :—

—	Number. Year 1910.	Amount. Year 1910.	Number. Year 1911.	Amount. Year 1911.
Money Orders..	646,542	$7,471,824 34	708,026	$8,442,262 66
Postal Notes........	406,480	682,267 35	468,668	814,109 50
	1,053,022	$8,154,091 69	1,176,694	$9,256,372 16

During the year an exchange of Money Orders was established with Turkey through the intermediary of Germany and with Giumbo, Somaliland, through Italy.

On the formation of the Union of South Africa the exchange of Money Orders with Natal was made direct instead of through London, England, as formerly.

The exchange of Money Orders with Uruguay is now conducted through London, England, instead of through Belgium as formerly.

The average value of Money Orders issued during the year was $14.59, and the average commission received from the public was 9.758 cents.

The total receipts from all sources amounted to $533,081.17, and the total expenditure, including the salaries of the inside service at Ottawa, to $442,391.46, leaving an excess of receipts over expenditure of $90,689.71.

APPENDIX C—*Continued.*

The average value of Money Orders issued in Canada, including both the local and foreign classes, and the average commission received thereon, are shown in the following statement embracing the past sixteen years:—

	Average value of Orders issued.	Average Commission.	
1896	$ 11 56	9·42	cents
1897	11 17	9·063	"
1898	12 46	9·371	"
1899	13 63	10·095	"
1900	15 08	10·908	"
1901	15 51	10·651	"
1902	16 28	9·204	"
1903	16 10	9·285	'
1904	15 86	9·417	'
1905	16 81	10·054	'
1906	17 11	10·459	
1907	17 43	11·033	
1908	16 71	10·733	
1909	14 63	9·334	
1910	14 59	9·364	
1911	14 59	9·758	

APPENDIX C—*Continued.*

The following statement shows the receipts and expenditure for the year ended 31st March, 1911.

RECEIPTS.

Commission from public	$ 472,373 95
Profit in exchange with other countries	46,532 24
Void Money Orders issued between 1st April, 1909, and 31st March, 1910	14,174 98
	$ 533,081 17

EXPENDITURE.

Ottawa Money Order Exchange Office:—		
Permanent clerks	$ 14,016 91	
Temporary clerks	7,811 10	
Extra help in November and December	1,591 67	
		$23,419 68
Approximate cost of clerical force employed at Money Order duties in city offices		75,000 00
Commission paid to postmasters at country offices		168,647 32
Balance of commission paid other countries		53,113 21
Printing and stationery for head office		2,864 84
Advance pony lever cutter		115 00
Three drop cabinets		84 00
Three Remington typewriters and adding machines		1,118 25
Financial papers and journals		16 00
Printing, stationery, date stamps, &c., outside service		21,948 97
		$346,327 27
Excess of receipts over expenditure		$186,753 90
Deducting civil government item for salaries at head office, Ottawa:—		
Permanent clerks	$ 91,846 54	
Temporary clerks	4,217 65	
		$ 96,064 19
Net revenue		$ 90,689 71

R. M. COULTER,
Deputy Postmaster General.

WALTER ROWAN,
Superintendent,
Money Order Branch.

APPENDIX C—*Continued.*

MONEY ORDER TRANSACTIONS.

Analysis of the Money Order Business of the Dominion of Canada for the year ended March, 31, 1911.

—	Number of Orders.	Amount.	Total.
		$ cts.	$ cts
Total number and amount of Money Orders issued in—			
Ontario	1,674,749	21,554,935 53	
Quebec	767,449	11,348,247 99	
Nova Scotia	325,200	4,374,324 92	
New Brunswick	154,918	2,330,666 93	
Prince Edward Island	25,374	375,692 45	
Manitoba	425,315	5,875,070 98	
Saskatchewan	511,290	8,024,157 56	
Alberta	404,425	6,170,036 24	
British Columbia	541,700	10,141,107 34	
Yukon	10,476	421,222 30	
Total number and amount of Money Orders issued	4,840,896	70,614,862 24	
Total number and amount of Money Orders paid in—			
Ontario	1,662,223	20,232,738 58	
Quebec	666,962	9,753,978 42	
Nova Scotia	195,403	3,202,077 60	
New Brunswick	114,303	1,879,730 85	
Prince Edward Island	22,124	379,393 86	
Manitoba	662,591	9,289,715 80	
Saskatchewan	130,407	2,940,053 66	
Alberta	130,822	2,680,133 97	
British Columbia	178,163	3,899,059 80	
Yukon	1,142	40,736 08	
Total number and amount of Money Orders paid	3,764,140	54,297,618 62	
Total amount of Money Orders issued and paid	....	....	124,912,480 86

APPENDIX C—*Continued.*

MONEY ORDERS.

The number of offices situated in each of the several provinces of the Dominion for the past seven years was as follows :—

	1905.	1906.	1907. 9 months.	1908.	1909.	1910	1911.
Ontario	991	1,046	1,057	1,089	1,150	1,191	1,219
Quebec	629	663	693	728	771	799	822
Nova Scotia	264	272	280	281	280	282	293
New Brunswick	151	158	160	164	169	168	172
Prince Edward Island	33	33	33	33	33	33	33
Manitoba	162	180	187	196	214	228	238
Northwest Territories	110						
Saskatchewan		108	130	157	185	242	279
Alberta		56	78	96	123	150	203
British Columbia	145	150	163	166	182	210	235
Yukon	9	10	8	8	7	8	7
Total	2,494	2,676	2,789	2,918	3,114	3,311	3,501

The number of Money Orders issued in each of the provinces during the past six years is shown in the following statement :—

	1905-1906.	1906-1907. 9 months.	1907-1908.	1908-1909.	1909-1910	1910-1911.
Ontario	877,607	730,540	1,152,301	1,300,202	1,462,731	1,674,749
Quebec	381,112	327,081	529,953	641,800	689,772	767,449
Nova Scotia	227,983	174,340	254,819	278,631	303,606	325,200
New Brunswick	94,370	73,059	113,616	138,488	150,287	154,918
Prince Edward Island	15,225	12,056	17.947	21,535	24,636	25,374
Manitoba	204,082	172,268	264,459	328,988	383,314	425,315
Saskatchewan	103,116	108,930	198,806	295,262	409,950	511,290
Alberta	83,857	86,990	169,413	235,790	316,815	404,425
British Columbia	175,943	150,097	276,777	343,549	427,231	541,700
Yukon	15,254	9,917	12,600	12,054	10,410	10,476
Total	2,178,549	1,845,278	2,990,691	3,596,299	4,178,752	4,840,896

The total sums received in each province for Money Orders issued during same years were as follows (cents omitted) :—

	1905-1906.	1906-1907. 9 months.	1907-1908.	1908-1909	1909-1910	1910-1911.
Ontario	$13,675,198	$11,538,665	$17,356,484	$16,746,090	$18,513,861	$21,554,936
Quebec	6,738,405	5,849,343	9.258,568	9,758,107	10,433,195	11,348,248
Nova Scotia	3.338,281	2,567,030	3,712,223	3,863,259	4,115,865	4,374,325
New Brunswick	1,555,231	1,269,290	1,933,405	2.306.280	2,426,862	2,330,667
Prince Edward Island	259,657	210,556	296.515	334,238	369,564	375,092
Manitoba	4,033,928	3,377,359	4,480,227	4,862,384	5,426,855	5,875,071
Saskatchewan	2,061,007	2,138,630	3,510,023	4,681,144	6,559,824	8.024,158
Alberta	1,395,302	1,456,456	2,756,393	3,453,638	4,774,877	6,170,036
British Columbia	3,605,314	3,290,050	6,116,945	6,136,010	7,929,038	10,141,107
Yukon	693,348	462,719	553,224	486,619	417,221	421,222
Total	$37.355,671	$32,160,098	$49 974.007	$52,627,769	$60,967,162	$70,614,862

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1868, to March 31, 1911.

Year.	AUSTRIA.		BELGIUM.		DENMARK, ICELAND & FAROE ISLANDS.		FRANCE.		GERMANY.		HOLLAND.		HUNGARY.		ITALY.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1869	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1870	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1871	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1872	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1873	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1874	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1875	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1876	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1877	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1878	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1879	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1880	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1881	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1882	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1883	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1884	....	....	†929	†1,295	....	....	‡	‡	16,100	5,612	....	....	....	....	11,482	592
1885	....	....	1,146	3,333	....	....	8,724	5,107	23,039	7,137	....	....	....	....	23,273	620
1886	....	....	2,113	4,550	....	....	16,720	18,475	29,425	7,447	....	....	....	....	30,362	865
1887	....	....	3,726	4,686	....	....	20,409	12,717	40,318	9,700	....	....	....	....	48,000	1,331
1888	....	....	7,305	3,812	....	....	27,077	13,656	39,797	9,792	....	....	....	....	31,478	1,517
1889	....	....	15,876	4,937	....	....	31,719	13,833	30,929	10,518	....	....	....	....	32,044	1,654
1890	....	....	15,764	4,743	....	....	33,190	17,675	34,093	9,804	....	....	....	....	39,636	1,067
1891	....	....	11,474	8,654	....	....	38,275	22,983	31,265	10,452	....	....	....	....	48,761	939
1892	....	....	15,303	9,260	....	....	39,420	30,879	31,370	10,262	....	....	....	....	57,528	871
1893	....	....	12,753	11,358	....	....	37,736	29,266	34,491	13,295	....	....	....	....	48,671	851

1894....	....	....	18,357	13,223	....	....	41,279	29,281	34,271	15,469	....	....	....	....	51,885	469
1895....	....	....	11,957	13,734	....	....	39,792	27,570	29,162	15,629	....	....	....	....	26,829	1,291
1896....	....	....	8,966	11,387	....	....	39,537	32.800	30,257	15,579	....	....	....	....	27,715	1,434
1897....	....	....	8,311	13,470	....	....	37,860	28,654	31,212	15,433	....	....	....	....	30,715	1,533
1898....	....	....	15,792	10,482	....	....	43,019	24,008	30,055	17,184	....	....	....	....	27,159	253
1899....	....	....	11,436	14,445	....	....	43,768	26,801	28,650	19,632	....	....	....	....	29,807	1,323
1900....	....	....	10,855	9,832	....	....	47,344	27,508	32,826	18,218	....	....	....	....	59,999	842
1901....	....	....	11,356	12,470	....	....	51,860	32,390	38,980	16,587	....	....	....	....	106,145	818
1902....	....	....	15,464	12,082	....	....	54,505	32,657	40,805	14,224	....	....	....	....	223,098	2,273
1903....	....	....	17,392	11,523	....	....	71,180	33,760	52,907	15,660	....	....	....	....	305,513	2,710
1904....	*80,551	*7,816	29,932	15,618	....	....	75,555	52,598	58,702	24,067	....	....	....	....	546,283	4,728
1905....	557,007	28,277	46,387	24,121	....	....	90,059	61,826	53,139	25,497	....	....	§102,474	§6,133	768,320	5,914
1906....	783,131	39,983	53,149	33,050	††2,814	††2,619	104,825	72,902	67,354	28,264	....	....	218,281	18,550	1 028,094	5,211
1907**...	945,377	26,306	54,811	24,955	14,567	3,592	93,649	49,126	68,974	30,193	8,052	2,979	187,157	15,327	1 364,205	5,036
1908....	1 871,929	54,295	96,161	33,201	17,449	6,333	157,071	88,524	84,332	43,663	22,673	7,236	329,467	18,618	2 460,270	14,342
1909....	1 496,655	81,955	95,290	34,103	16,636	7,388	164,922	88,661	80,981	47,210	23,227	6,650	305,024	16,192	1 903,884	20,902
1910....	1 854,433	88,237	108,522	42,598	23,278	5,581	192,591	92,963	91,234	41,765	24,292	8,104	356,482	16,411	2 083,471	18,761
1911....	2 840,004	112,766	139,402	48,403	26,610	7,073	219,552	83,476	131,322	49,189	34,734	8,107	410,014	29,121	2 972,640	22,012

*Three months' business only, from April 1, 1904, to June 30. † Nine months' business only, from October 1, 1883. †† From April, 1906. ‡ Eight months' business only, from November 1, 1884. § Seven months' business only, from December 1, 1904. ** Nine months only.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1868, to March 31, 1911.

Year.	JAPAN.		MEXICO.		NORWAY.		SWEDEN AND FINLAND.		SWITZERLAND.		UNITED STATES.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$
1868	....	....	....	....	....	....	....	....	....	....	....	....
1869	....	....	....	....	....	....	....	....	....	....	....	....
1870	....	....	....	....	....	....	....	....	....	....	....	....
1871	....	....	....	....	....	....	....	....	....	....	....	....
1872	....	....	....	....	....	....	....	....	....	....	....	....
1873	....	....	....	....	....	....	....	....	....	....	....	....
1874	....	....	....	....	....	....	....	....	....	....	....	....
1875	....	....	....	....	....	....	....	....	....	....	....	....
1876	....	....	....	....	....	....	....	....	....	....	212,135	156,134
1877	....	....	....	....	....	....	....	....	....	....	276,821	207,889
1878	....	....	....	....	....	....	....	....	....	....	328,264	246,586
1879	....	....	....	....	....	....	....	....	....	....	335,200	308,556
1880	....	....	....	....	....	....	....	....	....	....	420,966	494,637
1881	....	....	....	....	....	....	....	....	....	....	610,094	807,372
1882	....	....	....	....	....	....	....	....	....	....	781,167	1,003,079
1883	....	....	....	....	....	....	....	....	....	....	1,023,548	1,015,358
1884	....	....	....	....	....	....	....	....	3,804	696	1,190,852	959,691
1885	....	....	....	....	....	....	....	....	3,643	1,069	1,288,245	820,046
1886	....	....	....	....	....	....	....	....	3,702	1,356	1,232,000	861,347
1887	....	....	....	....	....	....	....	....	3,069	1,661	1,262,382	1,096,363
1888	....	....	....	....	....	....	....	....	3,920	2,007	1,297,734	1,283,094
1889	....	....	....	....	....	....	....	....	3,255	2,460	1,391,743	1,261,103
1890	*1,110	*384	....	....	....	....	....	....	4,247	3,523	1,471,946	1,332,196
1891	5,069	699	....	....	....	....	....	....	5,090	2,963	1,469,819	1,465,904
1892	8,707	1,103	....	....	....	....	....	....	6,088	3,075	1,478,102	1,515,210
1893	8.997	507	....	....	....	....	....	....	5,025	705	1,461,304	1,645,142

1894	19,203	1,108	......	......	......	......	......	......	5,251	2,342	1,634,750	1,451,817
1895	31,764	1,812	......	......	......	......	......	......	4,921	1,668	1,443,419	1,352,986
1896	61,704	932	......	......	......	......	......	......	4,089	2,691	1,365,827	1,510,695
1897	54,619	930	......	......	......	......	......	......	4,316	1,627	1,354,196	1,605,989
1898	75,870	1,627	......	......	......	......	......	......	4,623	1,554	1,393,285	1,492,868
1899	93,592	1,386	......	......	......	......	......	......	5,878	1,957	1,376,598	1,544,321
1900	210,872	1,554	......	......	......	......	......	......	8,491	1,848	1,680,617	1,804,830
1901	150,407	2,302	......	......	......	......	......	......	16,155	2,203	2,118,295	1,909,168
1902	304.179	1,574	......	......	......	......	......	......	16,181	1,537	3,173,310	2,866,183
1903	291,865	3,954	......	......	†12,242	†757	......	......	23,890	2,867	3,682,312	3,783,945
1904	259,908	4,543	......	......	66,012	3,852	......	......	33,474	3,023	4,422,010	4,167,641
1905	295,359	5,462	......	......	73,621	5,584	‡100,557	‡12,778	19,912	5,649	4,500,884	4,401,199
1906	447,567	13,903	......	......	100,635	8,592	159,388	16,516	12,295	4,073	5,333,519	5,126,144
1907**	499,626	12,715	§175	§153	109,766	6,170	171,860	16,426	10,976	3,572	3,755,758	4,256,228
1908	739,522	9,095	5,918	2,410	171.156	12,741	280,770	22,781	35,830	4,035	6,385,013	6,100,204
1909	671,914	10,554	4,353	4,782	145,924	14,919	227,627	24,616	93,213	6,032	5,926,737	5,849,931
1910	967,985	11,099	3,723	5,968	153,016	11,290	241,975	25,434	19,213	6,380	7,471,824	6,261,657
1911	988,570	16,447	4,392	9,047	198,484	15,605	398,190	28,551	21,314	7,223	8,442,263	6.647,385

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* Nine months' business from October 1, 1889. † From March 1, 1903. ‡ Nine months' business from October 1, 1904. § One month's business from March 1, 1907. ** Nine months only.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and United Kingdom, and other British Possessions.

Year.	UNITED KINGDOM.		BAHAMAS.		BARBADOS.		BERMUDA.		BRITISH GUIANA.		FIJI.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$
1868....	389,796	87,437	....	....	....	....	....	....	....	....	....	....
1869....	367,092	94,308	....	....	....	....	....	....	....	....	....	....
1870....	415,393	110,585	....	....	....	....	....	....	....	....	....	....
1871....	474,376	121,644	....	....	....	....	....	....	....	....	....	....
1872....	577,443	142,301	....	....	....	....	....	....	....	....	....	....
1873....	665,407	156,888	....	....	....	....	....	....	....	....	....	....
1874....	661,501	171,487	....	....	....	....	....	....	....	....	....	....
1875....	572,246	174,160	....	....	....	....	....	....	....	....	....	....
1876....	491,363	194,680	....	....	....	....	....	....	....	....	....	....
1877....	409,474	188,116	....	....	....	....	....	....	....	....	....	....
1878....	383,808	189,082	....	....	....	....	....	....	....	....	....	....
1879....	361,940	176,067	....	....	....	....	....	....	....	....	....	....
1880....	397,589	181,561	....	....	....	....	....	....	....	....	....	....
1881....	430,686	175,461	....	....	....	....	....	....	....	....	....	....
1882....	550,150	170,304	....	....	....	....	....	....	....	....	....	....
1883....	827,200	196,467	....	....	....	....	....	....	....	....	....	....
1884....	862,822	257,738	....	....	....	....	....	....	....	....	....	....
1885....	‖ 769,679	299,563	....	....	....	....	....	....	....	....	....	....
1886....	753.743	294,484	....	....	....	....	....	....	....	....	....	....
1887....	837,146	304,115	....	....	....	....	....	....	....	....	....	....
1888....	958,001	328,674	....	....	....	....	....	....	....	....	....	....
1889....	1,033,331	364,657	....	....	....	....	....	....	....	....	....	....
1890....	1,000,460	383,263	....	....	....	....	....	....	....	....	....	....
1891....	975,378	381,452	....	....	....	....	....	....	....	....	....	....
1892....	937,679	393,289	....	....	801	3,006	....	....	....	....	....	....

1893	845,930	412,588	....	....	952	3,078	*516	*411	*19	*1,531	....	....
1894	909,273	458,703	....	....	716	3,162	1,117	1,208	105	1,840	....	....
1895	818,384	487,912	....	....	769	4,453	2,322	1,501	128	2,382	....	....
1896	775,866	479,104	....	....	1,289	4.510	2,470	2,537	400	1,624	126	....
1897	744,886	495,585	....	....	1,334	5,777	1,343	2,701	276	2,466	31	....
1898	793,615	523,626	....	....	1,752	5,433	1,007	3,001	182	1,900	32	12
1899	819,647	524,665	....	....	1,570	5,524	1.260	3,376	238	1,901	125	36
1900	928,665	505,757	....	....	1,662	8,491	585	3,347	217	2,513	122	59
1901	1,023,039	519,497	....	....	1,940	8,016	1,013	2,486	318	1,637	27	....
1902	1,172,580	552,231	....	....	2,410	9,312	1,595	2,189	177	2,138	84	8
1903	1,497,414	636,034	....	....	2,753	10,867	1,960	2,625	653	2,997	88	397
1904	2,209,742	761.482	....	....	4,215	10,257	1,306	3,790	512	3,102	398	1,095
1905	2,180,446	863,951	....	....	4,565	6,944	1,864	6,106	840	4,710	61	904
1906	2,745,587	994,425	....	....	6,463	4,655	1,838	5,042	2,176	4,717	109	1,302
1907 (9 m.)	2,780,085	805,090	....	....	7,041	4,915	1,413	2,442	1,212	2,136	83	1,018
1908	5,293,743	1,338,460	321	967	11,119	5,948	2,200	3,378	1,535	2,483	40	612
1909	4,727,436	1,388,207	245	964	11,847	7,253	2,568	5,670	2,337	2,962	570	770
1910	5,565,285	1,219,934	574	1,069	13,147	5,158	2,747	7,033	2,320	3,189	298	302
1911	8,095,292	1,372,853	733	437	17,262	5,462	4,261	10,703	2,916	1,520	844	296

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* Six months' business from January 1, 1893. † From April 1, 1903. ‡ From October 1, 1904.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other British Possessions—*Continued.*

Year.	HONG KONG.		JAMAICA AND TURKS ISLAND.		LEEWARD ISLANDS.		NEWFOUNDLAND.		NEW SOUTH WALES.		NEW ZEALAND.		QUEENSLAND.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868							3,321	3,142						
1869							3,246	6,514						
1870							5,246	7,328						
1871							4,321	5,049						
1872							3,656	4,928						
1873							4,799	3,807						
1874							5,753	6,014						
1875							7,197	6,930						
1876							5,305	8,499						
1877							5,699	12,280						
1878							6,245	23,076						
1879							5,061	21,509						
1880							3,570	22,452						
1881							4,883	19,901						
1882							4,309	20,644						
1883							5,415	24,448						
1884			777	4,039			5,291	29,150						
1885			696	6,481			6,652	37,863						
1886			718	8,557			6,467	40,092						
1887			1,527	15,509			11,997	42,114						
1888			1,035	18.462			22,177	51,482						
1889			1,101	19,847			24,055	63.814						
1890			1,712	10,450			26,942	73,555						
1891			1,722	5,344			28,265	73,545						
1892	3,162	324	1,827	10,781	*2	*515	22,247	88,124						

1893	3,888	731	1,404	5,952	398	4,672	21,949	127,389	....	....	....	....	....	....
1894	4,856	619	1,166	6,207	693	5,141	19,208	220,234	....	....	....	....	....	....
1895	4,047	801	1,315	6,034	265	3,117	20,306	123,070	....	....	....	....	....	....
1896	4,557	1,020	1,511	5,674	438	2,717	16,795	138,770	4,857	2,970	3,512	3,735	1,007	1,368
1897	3,712	572	1,743	8,899	649	2,663	18,811	43,397	3,956	3,862	2,728	3,425	528	2,173
1898	3,306	598	1,677	17,750	499	1,837	27,960	43,761	5,316	4,939	3,536	4,802	1,348	1,384
1899	1,749	629	1,684	11,711	679	2,573	33,612	44,924	5,501	2,431	4,061	4,380	1,197	2,295
1900	1,293	1,190	1,466	12,665	2,006	1,502	53,646	50,512	4,480	4,543	7,108	5,463	1,709	2,285
1901	1,871	1,229	1,673	6,766	1,156	3,871	78,509	53,503	10,545	5,972	8,283	6,036	2,923	2,780
1902	1,310	1,423	2,137	3,979	1,237	2,886	91,364	51,242	6,215	4,769	9,534	8,433	3,323	1,675
1903	1,906	1,981	1,898	4,098	1,310	3,016	129,802	61,098	6,897	6,127	7,604	9,419	2,288	2,290
1904	2,903	1,575	2,518	6,004	899	3,616	119,706	75,231	7,717	6,066	11,022	9,066	2,829	3,070
1905	4.296	1,397	3,158	8,033	953	3.791	100,650	76,668	8,988	5,292	10,490	9,253	3,464	1,598
1906	4,858	1,712	2,891	4,066	1,241	10,419	103,732	77,423	10,173	6,814	10,350	10,890	3,514	1,412
1907 (9 months)	6,250	1,167	2,154	3,415	2,542	12,050	79,567	57,666	8,147	3,854	9,826	8,519	2,995	1,707
1908	10,896	1,648	4,856	5,104	2,692	13,237	100,678	77,622	12,243	4,931	10,238	9,857	4,943	1,271
1909	5,754	1,784	4,102	6,296	3,062	8,474	81,808	87,052	14,455	7,068	13,324	14,098	3,690	1,893
1910	5,630	1,894	3,938	2,721	3,833	8,333	121,552	96,335	14,949	5,813	14,234	14,486	4,661	2,615
1911	7,938	1,396	3,790	2,475	4,366	8,523	130,069	98,702	17,637	7,783	14,702	19,182	7,009	2,069

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* Three months' business only, from April 1, 1892.

† From October 1, 1905.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other British Possessions—*Concluded.*

Year.	South Australia.		Tasmania.		Trinidad.		Union of South Africa.		Victoria.		West Australia.		Windward Islands.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1896	476	436	243	293	......	......	......	......	3,004	2,665	......	......	......	......
1897	687	396	342	450	......	......	......	......	2,866	3,790	......	......	......	......
1898	473	583	896	244	......	......	......	......	3,445	3,024	......	......	......	......
1899	612	2,067	888	371	......	......	......	......	3,199	2,769	......	......	......	......
1900	576	1,949	1,682	288	......	......	......	......	3,170	3,139	......	......	......	......
1901	786	1,816	2,158	244	......	......	......	......	4,520	3,043	......	......	......	......
1902	599	1,626	1,773	587	......	......	......	......	4,477	2,765	......	......	......	......
1903	427	1,538	696	338	131	2,132	533	2,154	5,436	2,229	......	......	......	......
1904	1,228	401	503	504	528	4,983	4,536	19,957	3,342	3,034	......	......	......	......
1905	1,287	858	540	503	563	7,632	4,732	17,266	4,091	3,190	......	......	350	1,825
1906	1,052	505	3,110	696	766	8,791	7,251	22,182	5,458	3,502	‡142	355	352	4,986
1907 (nine months)	1,254	948	1,006	536	419	9,487	5,685	15,357	4,939	3,701	863	949	840	5,303
1908	1,593	453	1,334	561	672	15,051	11,025	21,653	6,521	3,992	1,629	1,807	1,519	6,832
1909	1,340	976	1,133	852	1 169	14,523	10,780	20,971	5,932	3,688	1,096	992	1,166	6,340
1910	1,810	1,399	1,522	861	1,441	12,963	11,235	18,587	8,365	4,378	875	670	1,497	4,477
1911	1,341	1,652	1,886	830	1,813	19,416	11,745	18,503	9,107	4,276	1,433	942	1,801	3,131

* Nine months' business from October 1, 1904. ‡ Five months' business from February 1, 1906.

APPENDIX C.—*Continued.*

Exchange of Money Orders between Dominion of Canada and other countries for the years 1909–1910 and 1910–1911 was as follows :—

—	Issued in Canada.				Payable in Canada.			
	Number. — 1910.	Number. — 1911	Amount. — 1910.	Amount. — 1911.	Number. — 1910.	Number. — 1911.	Amount. — 1910.	Amount. — 1911.
			$ cts.	$ cts.			$ cts.	$ cts.
Austria	57,888	82,475	1,854,432 66	2,840,004 46	1,402	1,714	88,236 80	112,765 60
Bahamas	52	68	573 92	733 03	38	37	1,068 57	436 68
Barbados	1,033	1,219	13,147 19	17,262 32	228	208	5,158 39	5,461 83
Belgium	5,006	5,965	108,521 69	139,401 69	959	1,052	42,597 96	48,403 45
Bermuda	186	227	2,747 37	4,261 26	534	596	7,032 55	10,703 18
British Guiana	171	237	2,319 89	2,916 38	216	195	3,189 17	1,520 01
Denmark	1,046	1,423	23,277 74	26,610 33	215	255	5,580 77	7,073 24
Fiji	58	110	297 66	844 32	25	21	302 09	296 31
France	18,978	21,331	192,594 31	219,551 84	3,743	3,845	92,962 85	83,476 35
Germany	5,618	7,191	91,234 33	131,322 18	1,453	1,598	41,765 14	49,188 69
Grenada	40	75	526 56	902 73	50	34	947 41	979 93
Holland	1,661	2,114	24,291 51	34,733 64	355	393	8,103 80	8,107 03
Hong Kong	326	402	5,629 60	7,938 44	135	115	1,893 78	1,396 02
Hungary	8,369	9,739	356,482 01	410,013 54	280	447	16,410 81	29,121 44
Italy	41,758	55,895	2,083,471 57	2,972,640 45	368	393	18,761 31	22,011 55
Jamaica	337	340	3,937 93	3,790 17	163	303	2,724 48	2,475 33
Japan	21,408	21,766	967,985 20	988,569 75	310	392	11,098 59	16,446 64
Leeward Islands	330	389	3.833 30	4,365 60	259	246	8,332 87	8,522 65
Mexico	226	255	3,723 48	4,391 60	302	374	5,967 58	9,046 94
Newfoundland	7,198	7,372	121,552 56	130,068 55	7,673	8,160	96,334 81	98,702 30
New South Wales	755	867	14,949 23	17,637 41	390	464	5,812 67	7,782 69
New Zealand	614	702	14,233 91	14,702 20	720	867	14,485 53	19,182 35
Norway	5,442	6,802	153,016 49	198,483 67	354	351	11,290 28	15,605 49
Queensland	219	321	4,661 45	7,009 01	136	138	2,615 18	2,069 06
St. Lucia	9	12	110 99	107 36	56	40	1,037 20	641 03
St. Vincent	88	78	859 32	791 18	66	57	2,492 55	1,509 59
South Australia	89	83	1,809 51	1,341 02	66	86	1,399 42	1,651 79
Sweden*	8,708	12,782	241,975 47	398,189 55	516	566	25,434 43	28,550 96

APPENDIX C—*Continued.*

EXCHANGE of Money Orders between Dominion of Canada and other countries for the years 1909–1910 and 1910–1911 was as follows:—

	Issued in Canada.				Payable in Canada.			
	Number. — 1910.	Number. — 1911.	Amount. — 1910.	Amount. — 1911.	Number. — 1910.	Number. — 1911.	Amount. — 1910.	Amount. — 1911.
			$ cts.	$ cts.			$ cts.	$ cts.
Switzerland	1,158	1,422	19,212 55	21,314 11	257	264	6,380 08	7,222 59
Tasmania	151	132	1,521 69	1,886 13	54	52	861 48	830 27
Trinidad	133	174	1,441 39	1,813 47	317	443	12,963 12	19,415 73
Union of South Africa	678	800	11,235 63	11,745 00	851	992	18,586 05	18,503 08
United Kingdom	505,187	694,993	5,565,285 04	8,095,291 69	71,250	70,233	1,219,934 48	1,372,852 89
United States	646,542	708,026	7,471,824 34	8,142,262 66	450,029	470,107	6,261,656 87	6,647,385 22
Victoria	411	498	8,364 81	9,107 32	297	325	4,378 22	4,276 29
West Australia	84	137	875 56	1,433 34	57	105	669 91	942 50
	1,341,957	1,646,422	19,371,957 86	25,163,437 40	544,118	565,468	8,048,467 20	8,664,556 70

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* Including Finland.

† Including all British Possessions and certain foreign countries between which and Canada there is not a direct exchange of Money Orders.

APPENDIX C—*Continued.*

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1911.

Year.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where Payable.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c.	Expenditure for Salaries. Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses, sustained in conducting the Money Order system.
				In Canada.	In Other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	558	110,021	3,910,249 95	3,489.610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	....
1872	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92
1874	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181.091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21
1877	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281.725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725.212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7.634,735 27	1.856,164 35	1,236,274 95	65,485 20	*a*73,035 92	58 85
1884	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	*b*87,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 92	73,592 86	*c*83,211 35	4,295 59
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14
1888	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85
1889	990	673,813	11,265,919 95	8,692,418 91	2,573,501 04	1,756,944 74	92,047 98	*	*
1890	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	96,067 40	....	....
1891	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	100,066 80	....	....
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,886 85	102,462 61	....	....
1893	1,168	967,866	12,902,975 61	10,404,857 08	2,498,118 53	2,269,635 29	103,927 34	....	....
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,224,343 66	108,024 13	....	....
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,055,984 14	107,084 82	....	....
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,124,553 44	106,543 67	....	....
1897	1.349	1,162,209	12,987,230 88	10,680,835 19	2,306,395 69	2,245,467 05	105,332 57	....	....

APPENDIX C—*Continued.*

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1911—*Concluded.*

Year.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where Payable.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses, sustained in conducting the Money Order system.
				In Canada.	In other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1898	1,739	1,164,857	14,518,480 22	12,082,658 34	2,435,821 88	2,162,971 34	109,163 94	....	....
1899	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34	....	....
1900	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44	....	....
1901	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,592,845 08	122,598 49	....	....
1902	2,066	1,446,129	23,549,402 07	18,423,034 57	5,126,367 50	3,575,803 00	133,106 38	....	....
1903	2,125	1,668,705	26,868,202 38	20,761,077 94	6,107,124 44	4,604,527 95	154,946 64	....	....
1904	2,214	1,869,233	29,652,811 42	21,706,474 41	7,946,337 01	5,197,121 59	176,031 66	....	....
1905	2,494	1,924,130	32,349,475 68	23,410,484 54	8,938,991 14	5,602,256 70	193,464 82	....	....
1906	2,676	2,178,549	37,355,673 37	26,133,565 05	11,222,108 32	6,533,200 88	227,845 77	....	....
1907 (nine months)	2,789	1,845,278	32,160,098 07	21,958,855 45	10,201,242 62	5,593,042 17	226,692 59	....	....
1908	2,918	2,990,691	49,974,007 15	31,836,628 91	18,137,378 24	7,933,360 62	321,003 29	....	....
1909	3,114	3,596,299	52,627,769 84	36,577,551 50	16,050,218 34	7,794,750 86	335,690 81	....	....
1910	3,311	4,178,752	60,967,162 42	41,595,205 56	19,371,957 86	8,048,467 20	440,215 01	....	....
1911	3,501	4,840,896	70,614,862 24	45,451,424 84	25,163,437 40	8,664,556 70	553,081 17	....	....

a This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in in city post offices engaged exclusively in money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b* Including the amount of the 'Void' orders of the previous years. *c* Including payment for services partly chargeable to preceding year. *Under the system of accounts introduced July 1. 1888, these items cannot be given separately.

WALTER ROWAN,
Superintendent Money Order Branch.

R. M. COULTER,
Deputy Postmaster General.

ACCOUNTING OFFICES, &c.

APPENDIX C—*Continued.*

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Aberfeldy	139 64	237	2,045 88	13 39	48	323 74	48 62	9 96		0 99	54 00		6 00
Aberfoyle	237 00	263	1,944 24	13 69	99	1,024 63	218 13	11 51		0 52	*a* 163 00		*b* 20 00
Actinolite	271 65	483	4,335 86	27 83	80	1,480 30	145 76	20 12	1 75	1 44	133 00	9 00	13 00
Acton	3,456 34	3,498	27,352 81	226 10	780	8,650 19	854 72	147 72	7 17	5 11	1,333 00	18 00	200 00
Addison	232 10	137	4,192 02	18 64	90	1,012 62	154 65	6 38		3 32	150 00		19 00
Adolphustown	184 78	461	5,993 57	34 14	116	1,310 62	216 23	19 60	0 12	1 23	111 00	10 00	6 00
Agincourt	568 71	386	6,419 83	47 48	84	1,705 58	378 03	16 30	4 08	1 09	239 00		25 00
Ahmic Harbour	508 69	327	6,424 74	31 36	37	431 31	67 79	13 45		2 99	253 00		31 00
Ailsa Craig	1,582 28	1,922	13,737 50	98 87	477	5,049 34	888 94	81 65	5 13	3 41	669 00	24 00	75 00
Alexandria	4,589 84	2,637	26,847 76	163 70	1,715	39,407 71	3,094 97	122 63	14 48	8 13	*c* 1,589 00	98 00	
Alfred	813 07	330	11,512 35	45 10	508	6,033 43	1,042 44	18 28		11 72	359 00		44 00
Alfred Station	102 99	85	2,105 02	9 36	11	248 09	21 05	3 51		1 16	47 00		
Algoma Mills	296 37	533	10,452 08	85 42	40	857 05	45 71	21 72	7 50	0 85	156 00		19 00
Algonquin	236 45	369	5,556 21	28 36	101	935 07	113 90	15 77		2 17	108 00	3 00	13 00
d Algonquin Park	456 67	109	1,531 14	8 71	5	38 45	24 60	4 41		0 51	182 00		19 00
Allandale	2,572 58	2,862	25,096 14	166 97	675	8,325 23	884 09	121 23	12 77	2 44	760 00	38 00	100 00
Allan Park	156 86	181	1,808 91	10 92	28	668 43	10 91	7 52		0 49	75 00	7 00	6 00
Allenford	638 98	809	10,558 20	58 59	198	3,870 34	355 49	34 34		3 69	320 00	30 00	31 00
Allensville	140 72	166	2,112 15	12 17	40	515 73	67 65	7 04		1 66	75 50		6 00
e Allenwood	118 56	3	150 93	0 65	1	32 40		0 13		0 67	58 00		6 00
Alliston	3,404 72	2,848	25,574 26	169 70	1,006	14,361 03	1,538 69	123 98	27 94	9 10	1,210 00	12 00	175 00
Alma	544 74	502	4,883 28	30 89	158	1,663 72	196 70	21 66		2 58	295 00	16 00	31 00
Almonte	5,337 81	3,238	25,200 87	177 26	1,604	20,469 21	1,986 40	145 56	14 42	7 63	*c* 1,976 50	72 00	
Alton	868 46	1,150	10,659 74	70 24	235	2,756 13	417 20	48 35	5 00	5 17	395 50		47 00
Alvinston	2,089 25	2,022	21,703 62	131 19	743	8,998 36	840 83	88 31	26 05	12 38	816 00	1 50	125 00
Ameliasburg	263 11	326	5,843 70	28 26	145	1,031 25	233 35	14 49		2 49	139 00		13 00
Amherstburg	4,453 26	1,982	25,238 82	143 73	1,195	22,640 80	1,051 19	91 23	17 10	11 87	*c* 1,730 00	30 00	

Amigari	304 09	477	3,015 53	27 85	50	914 36	51 87	19 58	......	29	165 00	....	19 00
Ancaster	779 06	826	7,119 36	49 12	284	4,150 29	333 59	35 88	6 17	76	400 00	....	44 00
Angus	478 03	363	5,417 27	28 23	219	3,265 31	389 56	16 71	13 02	3 15	227 00	10 00	25 00
f Antrim	219 60	46	614 42	3 17	10	14 68	28 80	1 94	....	1 64	103 00	......	13 00
Appin	606 90	665	8,334 38	47 86	205	2,381 67	370 15	28 65	1 00	3 95	273 00	50 00	31 00
Apple Hill	675 23	524	8,857 92	45 07	143	3,264 73	215 48	22 39	....	6 43	379 00	20 00	41 00
Appleton	294 60	94	2,528 13	11 28	87	669 10	193 06	4 63	....	6 10	164 00	....	19 00
Apsley	395 83	301	6,815 37	31 59	73	1,062 18	165 98	12 89	7 25	9 09	205 00	7 00	19 00
Arden	622 68	913	10,202 80	60 08	243	3,636 33	501 41	38 95	21 13	4 85	337 00	20 00	38 00
Argyle	154 48	80	2,661 77	10 72	62	923 63	162 65	3 82	....	4 21	77 00	....	6 00
Arkona	1,185 11	1,142	12,838 46	83 22	339	5,769 68	569 82	61 07	18 73	4 67	554 00	28 00	50 00
Arkwright	163 75	419	4,428 24	26 49	65	874 07	11 18	17 41	....	2 25	86 00	....	6 00
Armour	112 34	371	4,734 98	25 59	23	417 23	80 04	15 07	....	80	55 00	....	5 00
Arnprior	7,485 17	5,264	57,298 69	390 34	2,333	32,700 48	3,535 72	233 89	40 99	17 62	*c* 2,608 00	50 00	....
Arthur	2,681 88	1,636	15,407 86	95 97	1,205	16,098 48	1,846 46	77 49	5 91	13 70	1,016 00	100 00	150 00
g Arva	122 00	109	3,714 05	14 60	31	266 83	59 55	4 67	....	....	72 00	....	6 00
Ashburn	203 79	485	6,490 24	35 60	55	925 04	68 05	19 95	....	1 79	105 00	....	9 50
Ashton	229 91	260	3,651 34	20 28	81	1,436 49	141 42	11 21	....	3 30	132 50	64 00	13 00
Ashworth	56 05	71	972 01	5 81	18	394 27	19 67	3 02	11	77	51 00	....	6 00
Athens	2,190 08	1,842	18,959 72	111 40	836	10,177 38	1,553 69	82 01	4 11	14 66	815 00	46 00	125 00
Atherley	606 12	406	7,908 34	40 28	121	1,750 54	189 20	17 45	....	1 84	438 00	....	44 00
Atwood	1,221 38	1,979	30,804 60	160 09	418	5,111 14	442 83	83 34	5 76	6 29	585 00	30 00	75 00
Auburn	651 69	1,043	8,492 57	56 86	299	2,815 48	209 47	44 71	7 42	2 59	337 00	....	38 00
Aultsville	868 57	1,585	26,059 57	131 38	578	8,660,71	392 67	69 18	13 07	8 11	445 00	30 00	50 00
e Aura Lake	329 00	198	5,686 78	26 36	....	....	....	7 92	....	26	11 67	....	......
Aurora	4,101 10	3,415	28,499 47	193 77	1,486	21,569 34	2,954 41	151 46	20 82	29 72	1,433 00	90 00	225 00
Avening	300 73	323	3,833 53	21 50	107	1,375 48	154 70	13 99	....	1 04	160 00	....	19 00
Avenmore	1,293 31	1,523	14,145 42	92 13	345	5,155 30	629 48	64 37	....	4 20	597 00	....	75 00
Aylmer West	6,056 30	1,740	25,214 15	137 24	1,659	20,028 73	2,554 37	86 19	4 87	38 22	2,344 00	126 00	350 00
Ayr	2,306 81	1,086	12,387 77	78 50	675	6,310 01	1,111 59	50 19	3 13	16 80	863 00	18 00	125 00
Ayton	1,197 13	1,196	12,908 72	76 04	648	6,649 87	1,056 52	54 32	6 42	7 51	550 00	10 00	50 00
Baden	1,059 97	818	9,972 93	56 27	316	3,509 81	562 45	35 88	13 75	8 53	570 00	110 00	50 00
Bailieboro	328 14	371	7,351 55	35 68	94	1,306 83	150 77	15 78	....	5 02	171 00	....	19 00
Bainsville	338 69	310	5,760 11	28 84	95	1,208 95	332 01	13 35	....	6 99	175 00	4 00	19 00
Bala	1,081 13	823	10,434 78	60 84	393	5,024 24	417 55	36 85	7 64	5 08	551 00	18 00	50 00
Balderson	245 52	249	4,003 13	20 62	16	191 92	48 16	10 12	....	3 05	131 00	7	13 00
Ballinafad	202 46	160	2,233 45	11 80	113	1,324 68	139 62	7 53	....	2 76	112 00	....	13 00
Ballycroy	176 32	179	2,130 49	11 50	11	267 06	42 28	7 27	....	20	89 00	....	6 00
Baltimore	269 43	194	3,959 01	18 81	65	910 34	103 15	8 41	....	8 14	146 00	....	13 00
Bancroft	1,569 22	1,844	20,345 92	120 73	358	4,852 68	1,587 90	77 31	15 09	10 47	690 00	15	87 50
Bannockburn	179 45	139	2,145 18	11 16	37	1,007 45	77 76	5 93	....	1 77	100 00	....	6 00
Barrie	13,661 86	5,404	50,859 64	347 30	4,854	72,595 96	8,907 04	264 70	40 99	32 95	*c*4,247 00	156	....
Barrow Bay	126 24	119	2,792 75	13 29	30	441 47	92 73	5 06	....	4 53	67 00	....	6 00
Barry's Bay	614 69	637	13,369 57	63 50	127	2,070 99	189 85	26 75	9 06	8 70	310 00	3	38 00
Bartonville	327 19	120	1,200 57	8 62	75	855 19	131 10	5 55	....	75	79 00	....	6 00
Barwick	391 78	427	6,813 95	40 58	146	2,047 08	385 90	18 54	....	5 36	225 00	28	19 00

a Including $33.00 arrears Sal. *b* Including $7.00 arrears rent. *c* Including commission on box rents. *d* Accounting from Nov. 1, 1910. *e* Accounting from Feb. 1, 1911. *f* Accounting from November 1, 1910. *g* Non-accounting from October 1, 1910, to January 2, 1911 and closed March 1, 1911.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bath	745 08	989	9,224 54	57 17	298	2,636 56	383 24	42 51	6 41	2 44	378 50	108 00	44 00
Bayfield	720 39	1,099	9,882 18	63 50	321	5,400 97	297 43	47 17	34 76	1 72	393 00	....	44 00
Baysville	440 43	772	8,602 41	51 37	245	3,644 78	185 64	33 33	10 23	3 77	265 00	30 00	25 00
Beachburg	712 72	1,212	12,125 34	73 65	321	4,965 50	295 86	51 69	1 68	3 02	367 00	....	44 00
d Bealton	178 16	226	3,730 35	18 36	35	380 87	57 24	9 39	....	2 18	100 00	....	6 00
Beachville	708 73	603	7,939 29	51 54	175	1,768 65	425 20	25 87	1 52	1 44	346 00	....	41 00
Beamsville	3,542 74	3,661	31,065 61	219 69	1,475	12,603 90	1,818 36	161 19	4 94	4 94	1,364 00	58 00	200 00
Beaumaris	937 83	531	5,620 51	32 93	130	2,513 89	130 33	22 54	....	1 41	469 00	....	50 00
Beaverton	2,433 31	2,402	27,969 16	169 53	743	10,742 27	1,133 25	103 51	8 34	15 48	897 00	....	125 00
Becher	100 36	232	4,222 38	21 00	70	875 04	39 60	9 98	....	62	45 00	....	....
Bedford Park	395 32	333	2,705 69	27 67	99	1,435 42	109 50	14 31	....	83	176 00	....	19 00
Beechwood	154 87	75	902 22	4 86	30	237 32	75 81	3 30	....	65	87 00	3 00	6 00
Beeton	1,616 46	535	7,271 39	41 33	522	6,206 77	839 35	26 62	....	16 69	741 00	....	100 00
Belfountain	281 28	366	3,661 27	22 82	127	1,559 00	146 00	15 91	11 38	2 22	131 00	....	13 00
Belgrave	620 04	553	8,351 43	44 57	209	2,221 90	200 11	24 21	....	6 97	309 00	6 00	38 00
Belhaven	213 95	449	6,417 35	32 62	62	1,031 01	29 12	18 58	37	11	90 00	....	6 00
Belle'River	593 73	646	7,147 80	43 25	180	1,756 30	287 01	27 64	2 16	1 75	301 00	3 00	34 50
Belleville	23,440 59	6,175	81,622 78	598 42	6,404	90,721 83	10,794 59	....	....	....	7,235 93	....	....
Belleville Station	852 34	1,105	17,463 88	103 34	157	1,310 23	203 87	45 77	5 25	3 09	352 00	....	44 00
Bell's Corners	170 03	372	7,823 39	65 09	24	525 06	105 19	15 12	....	1 79	76 00	....	6 00
Belmont	916 81	571	7,424 56	42 70	213	1,770 14	398 98	24 97	....	6 22	481 00	3 00	50 00
Bellwood	557 20	945	10,068 02	59 21	253	3,749 72	367 86	40 33	30	2 26	275 00	11 00	31 00
Benmiller	183 86	389	4,991 40	27 36	111	944 78	180 64	16 67	....	53	89 00	....	6 00
Berkeley	264 85	60	1,411 30	6 24	82	1,200 29	168 33	3 22	....	7 69	140 00	28 00	13 00
Berlin	32,994 07	6,653	72,277 43	548 19	7,502	92,404 40	9,496 27	....	....	....	7,865 80	....	....
Bervie	352 51	397	4 359 48	25 46	102	1,318 99	140 95	16 90	2 82	2 66	163 00	....	19 00
Berwick	334 43	418	5,741 20	31 00	113	1,521 68	87 49	17 85	....	3 18	166 00	4 00	19 00
Bessemer	95 92	90	1,628 76	7 91	6	29 63	8 70	3 66	....	0 98	140 00	....	13 00
Bethany	586 35	427	8,688 32	40 58	140	1,812 05	449 37	18 48	6 20	8 92	339 00	....	38 00
Billing's Bridge	279 00	209	2,486 15	15 13	49	1,017 63	60 95	8 85	....	1 36	156 00	....	19 00
Binbrooke	250 11	243	3,886 49	19 72	39	876 74	237 50	10 11	....	1 87	146 00	....	16 00
Bis otasing	768 38	899	15,963 61	114 77	44	683 11	94 56	36 40	6 32	2 40	398 00	....	44 00
Bishop's Mills	325 90	520	7,781 22	38 92	136	1,861 36	106 03	22 16	4 23	1 90	160 00	....	19 00
Bismark	228 02	382	4,974 44	27 21	26	530 54	144 94	15 54	....	2 64	130 00	....	13 00

Blackstock	451 76	528	4,205 20	28 79	149	2,138 73	146 61	22 61	0 73	2 27	223 00	5 00	25 00
Blair	515 30	143	1,745 35	9 60	28	448 40	27 99	6 00	....	1 08	230 00	....	25 00
*b*Blakeney	186 93	15	72 24	0 67	1	4 25	30 25	0 60	....	0 88	96 00	....	6 00
Blenheim	3,360 94	2,426	17,039 26	131 70	978	8,266 93	1,143 57	106 82	1 48	4 20	1,169 00	105 00	175 00
Blezard Valley	211 05	655	8,252 13	41 22	92	1,914 21	179 92	27 12	....	1 24	110 00	....	9 50
Blind River	4,038 96	4,899	66,145 36	399 88	796	10,617 32	1,119 17	203 92	10 50	24 65	1,454 00	....	225 00
Bloomfield	1,087 02	1,225	9,234 89	66 47	352	3,212 19	585 01	52 52	0 69	5 75	530 00	34 00	50 00
Bluevale	398 51	511	4,715 41	29 95	191	2,054 21	332 60	22 35	....	1 71	219 00	....	19 00
Blyth	1,815 65	1,539	13,605 61	88 57	718	8,421 65	698 32	68 74	2 32	7 75	791 00	....	100 00
Blytheswood	205 16	244	4,497 00	21 67	67	1,082 86	61 52	10 43	....	3 50	102 00	8 00	13 00
Bobcaygeon	2,041 49	2,129	21,649 56	148 48	569	8,512 61	888 70	91 25	8 58	7 50	853 00	26 00	125 00
Bognor	307 75	174	2,494 18	12 75	20	235 56	97 32	7 16	....	1 93	145 00	....	13 00
Bolton	1,787 95	989	10,364 39	66 60	583	7,178 58	862 87	45 39	11 17	7 91	710 00	22 00	100 00
Bondhead	399 67	735	7.604 68	47 45	156	1,798 92	146 69	30 96	1 91	2 08	204 00	....	25 00
Bonfield	635 85	642	14,103 41	68 25	407	5,713 12	514 68	29 75	....	15 33	303 50	3 00	34 50
Bornholm	218 60	354	4,210 72	24 27	66	628 66	47 25	14 82	....	0 67	111 00	34 00	13 00
c Boston	174 43	10	199 09	1 10	....	....	86 46	0 40	....	0 86	95 00	....	6 00
Bothwell	1,956 47	1,814	18.984 89	112 75	649	6,322 50	963 21	79 05	4 18	6 22	780 00	176 00	100 00
*a*Bourget	607 06	468	14,086 94	58 96	274	4,463 70	371 51	21 46	....	11 84	309 00	12 00	38 00
Bowmanville	6,683 71	3,175	24,010 59	175 40	1,813	17,934 44	2,934 61	145 13	14 50	16 31	*a*2,315 00	184 00	....
Bracebridge	6,822 37	5,806	69,177 28	458 63	2,409	31,866 00	4,667 74	256 33	55 20	17 45	2,330 00	162 00	350 00
Bradford	2,613 08	1,476	12,848 54	88 18	1,011	12,922 69	1,217 77	69 15	4 74	8 80	984 00	....	150 00
Braeside	1,018 50	774	9,478 14	80 49	65	832 81	104 30	31 61	....	5 89	464 00	....	50 00
Brampton	8,010 39	873	13,316 63	101 89	2,646	35,824 51	4,520 51	61 38	16 74	38 28	*a*2,750 50	26 00	....
Brantford	*57,742 86	....	....	....	....	....	....	....	....	....	....	....	....
* (Divided as follows):													
Head Office	56,151 86	12,871	170,452 17	1,299 25	17,403	299,698 13	21,727 61	....	....	....	*e*	....	....
Eagle's Nest	668 00	887	5,936 38	62 48	17	379 71	55 90	35 65	....	2 17	200 00	....	....
Grand View	461 00	552	4,028 20	31 79	44	683 42	82 00	22 52	....	1 23	200 00	....	....
Tutela	462 00	....	....	....	....	....	....	....	....	....	150 50	....	....
Brechin	900 68	1,167	16,999 98	90 35	267	4,031 94	495 75	49 35	8 03	4 84	469 00	16 00	50 00
Brennen	98 71	132	958 36	6 77	10	64 56	35 35	5 38	....	2 17	129 00	....	9 50
Breslau	269 17	341	3,765 90	21 41	53	1,383 85	98 90	14 17	....	1 62	174 00	20 00	13 00
Bridgeburg	10,573 35	1,905	16,888 82	125 60	664	5,457 85	645 85	82 84	9 67	4 66	*a*1,406 00	24 00	....
Bridgenorth	385 12	147	2,789 60	13 53	59	631 10	122 60	6 47	....	2 31	179 00	....	19 00
Brigden	1,666 34	1,867	24,689 05	135 32	705	12,302 14	1,014 68	81 73	0 52	8 48	718 00	28 00	100 00
Bright	752 02	466	5,716 28	35 61	200	2,921 08	228 02	20 64	4 11	9 14	401 00	100 00	44 00
Brighton	3,350 56	3,138	28,206 43	200 94	983	11,806 65	1,843 81	135 35	8 93	11 06	1,188 00	170 00	175 00
Brinsley	198 84	193	1.555 90	10 17	33	309 27	82 65	8 05	....	1 18	110 00	....	13 00
Brinston	374 74	518	6,235 22	35 97	134	1,558 96	168 27	22 06	....	4 19	239 00	....	25 00
Brockville	30,395 56	5,576	51,460 70	377 38	7,483	104,904 97	9,548 32	....	....	....	7,118 61	....	....
Brodhagen	265 92	253	2,035 22	13 37	52	595 83	37 29	10 64	....	0 74	151 00	....	19 00
Bronte	7[illegible]3 36	832	8,339 19	60 16	326	5,489 83	300 30	36 34	7 35	0 90	368 00	....	38 00
Brookholme	382 81	297	2,620 87	20 46	63	893 13	113 80	12 51	....	1 11	209 00	3 75	25 00
Brooklin	1,550 79	1,539	22,950 00	138 27	389	4,280 00	382 94	65 40	5 81	2 47	580 00	....	75 00
Brooksdale	107 87	96	1,359 16	6 97	23	179 46	11 55	4 07	....	0 99	56 00	....	6 00
Brougham	225 50	353	4,930 44	27 53	88	1,539 04	161 39	15 00	1 38	2 14	148 00	28 00	16 00
f Brown's Brae	163 98	25	476 20	2 33	6	46 58	23 10	1 06	....	0 59	158 00	....	19 00

a Including commission on box rents. *b* Accounting from November 1, 1910. *c* Accounting from March 1, 1911. *d* Non-accounting from March 1, 1911.
e For salary, etc., see Auditor General's report. *f* Accounting from October 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
c Brown's Nurseries	456 22	139	1,139 87	7 80	91	2,299 49	118 25	6 47	....	....	98 94	....	14 43
Brownsville	697 21	207	2,845 14	17 24	88	1,168 11	188 15	9 16	....	8 07	346 00	....	38 00
Brucefield	543 93	530	7,302 59	38 28	153	2,368 39	75 12	22 73	....	3 13	286 00	....	31 00
Bruce Mines	1,504 84	1,895	19,025 96	118 31	409	6,452 94	563 96	79 89	....	10 46	667 00	65 00	75 00
Brulé Lake Station	538 98	319	4,438 94	26 82	25	282 56	14 80	13 01	....	1 55	237 50	....	25 00
Brussels	2,803 11	1,652	19,624 53	110 06	1,141	17,179 05	1,397 19	77 49	2 01	8 87	1,131 00	70 00	150 00
Burford	1,182 45	713	6,685 81	44 73	510	6,571 74	738 90	33 62	0 34	6 56	579 00	48 00	75 00
Burgessville	525 79	572	6,639 61	39 87	230	2,121 78	215 40	25 18	....	3 14	262 00	34 00	31 00
Burketon Stn	252 88	395	4,292 75	25 44	44	804 27	77 15	16 24	....	1 75	110 00	172 00	13 00
Burk's Falls	2,755 59	2,435	24,945 14	155 60	885	12,321 00	1,880 25	106 25	5 40	2 98	1,144 00	164 00	150 00
Burlington	3,254 23	1,516	13,689 73	97 72	983	14,466 73	1,426 25	70 47	5 45	10 69	1,188 00	54 00	175 00
Burnt River	301 33	471	4,823 13	31 14	62	852 78	94 44	19 46	....	1 61	169 00	....	19 00
Burritts Rapids	442 59	139	2,601 23	12 76	116	1,485 42	120 95	6 72	....	7 13	244 00	1 00	25 00
Bying Inlet	1,239 46	2,174	34,957 75	202 90	127	2,297 68	232 13	88 23	50 25	14 85	505 00	....	50 00
Cache Bay	1,134 42	1,214	12,847 29	78 70	142	2,320 24	270 78	49 98	2 83	9 49	568 00	26 00	50 00
Cadmus	242 96	51	1,279 48	6 41	9	42 47	175 06	2 13	....	4 00	182 00	....	19 00
Cainsville	445 19	73	959 54	7 76	92	1,200 91	160 18	3 84	....	3 48	194 00	....	19 00
Cairo	234 06	530	5,148 08	32 03	105	1,245 02	209 20	22 25	....	0 88	105 00	....	13 00
Caisterville	173 20	542	6,596 85	36 65	42	625 69	75 05	22 10	....	0 45	88 00	....	6 00
Calabogie	734 80	1,053	9,198 97	59 90	178	2,168 25	311 98	43 90	....	2 60	378 00	4 00	44 00
Caldwell's Mills	209 65	65	1,899 21	8 66	7	73 33	69 96	2 67	....	7 37	142 00	....	13 00
Caledon	399 70	704	12,083 30	58 59	222	2,128 40	303 20	30 38	....	4 10	224 00	7 00	25 00
Caledon East	678 35	556	6,142 00	37 21	290	2,409 65	445 88	25 14	....	11 17	378 00	....	44 00
Caledonia	2,553 19	1,076	14,822 49	84 20	662	10,431 74	1,075 40	49 66	14 90	26 72	930 00	20 00	125 00
Caledonia Springs	550 39	456	3,976 00	31 62	34	549 76	57 00	18 58	....	1 10	416 00	8 00	50 00
Callender	1,029 83	1,371	12,857 53	84 12	315	4,440 34	508 05	57 99	8 81	5 80	564 00	24 00	50 00
Cambray	304 57	592	6,812 81	38 17	148	2,265 31	87 09	25 16	0 67	2 27	180 00	....	13 00
Camden East	504 75	379	4,925 08	27 40	240	2,358 00	428 01	17 56	....	6 35	282 00	....	31 00
Camilla	121 94	37	655 01	3 13	13	194 48	96 30	1 78	....	1 90	87 00	12 00	6 00
Camlachie	668 27	497	9,083 13	46 47	174	1,295 00	265 89	21 62	....	7 48	313 00	....	38 00
Campbellcroft	287 43	107	2,593 06	12 89	45	731 58	166 10	4 73	....	4 10	175 50	....	19 00
Campbellford	5,871 89	3,298	43,754 25	315 14	1,163	15,365 95	1,917 51	143 55	20 74	24 43	1,866 00	14 00	275 00
Campbellville	384 99	816	11,357 67	83 48	115	1,712 76	151 89	33 79	4 93	0 98	199 00	....	19 00

Campden	279 41	457	6,617 47	36 81	69	975 46	192 79	18 97	...	5 05	198 00	...	19 00
Canboro	290 86	577	4,640 21	31 33	61	912 29	131 10	23 69	...	0 46	154 50	...	13 00
Canfield	662 51	714	9,319 28	51 38	108	1,212 45	101 56	29 64	2 72	4 38	306 50	90 00	34 50
Cannington	2,452 08	2,091	16,835 17	114 85	843	11,123 04	1,623 16	92 07	2 48	8 71	960 00	26 00	150 00
Cardinal	2,388 69	2,687	27,628 40	164 27	556	7,701 35	459 03	113 01	4 77	8 17	916 00	70 00	125 00
Cargill	938 21	857	7,277 14	48 54	325	5,385 14	370 49	37 53	1 35	5 34	542 00	...	50 00
Carleton Place	6,635 27	3,695	39,924 62	252 40	2,531	32,030 14	3,512 08	173 11	16 48	23 91	*a*2,316 00	48 00	...
Carlingford	159 33	162	2,965 66	15 28	19	150 35	63 70	6 67	...	2 27	74 00	...	6 00
Carlsbad Springs	457 50	39	1,608 52	6 21	37	520 83	76 00	1 93	...	3 12	207 50	...	22 00
Carlsruhe	143 27	151	2,813 20	13 97	15	226 97	37 10	6 19	...	2 16	88 00	...	6 00
Carp	1,076 94	580	7,437 71	41 93	385	5,780 99	1,079 34	27 05	...	5 89	551 50	16 00	50 00
Carterton	45 26	100	1.953 42	9 29	28	615 51	36 50	4 28	...	0 58	35 00	...	...
Cartier	714 38	1,178	26.703 31	209 30	66	924 52	21 35	47 78	...	0 96	326 00	...	31 00
Casselman	1,041 75	1,775	32,046 81	154 20	269	5,291 51	527 29	73 69	1 30	5 39	444 00	58 00	50 00
Castleton	1,006 51	1,042	9,893 84	63 52	251	2,484 21	539 34	44 19	...	4 79	514 50	10 00	50 00
Cataraqui	321 15	148	1,696 08	10 13	61	550 33	168 55	6 53	...	2 41	155 00	...	16 00
Cathcart	276 52	69	1,718 80	8 76	44	578 90	129 15	3 20	...	4 20	132 50	...	13 00
Cayuga	2,107 58	1,574	19,494 42	109 58	729	8,461 81	1,170 66	70 25	5 78	12 47	*a*847 00	24 00	...
Cedar Dale	604 00	917	6,808 19	52 64	75	646 86	83 58	37 33	...	2 17	333 00	...	31 00
Cedar Springs	304 06	162	1,983 85	12 08	47	432 44	86 47	6 95	...	2 46	176 00	...	19 00
Cedar Valley	93 84	210	2,707 94	15 20	37	615 45	47 10	8 77	...	21	44 00	...	...
Cedarville	164 45	237	4,450 45	21 31	43	414 59	97 82	9 91	...	3 02	84 00	...	6 00
Centralia	401 35	216	2,936 90	15 80	44	587 18	119 20	9 08	...	1 91	197 00	24 00	19 00
Centreville	172 97	201	2,859 68	15 00	90	980 74	70 83	8 94	...	2 10	92 00	...	6 00
Ceylon	590 62	366	5,022 62	27 25	166	2,095 81	177 51	16 30	1 03	3 69	310 00	16 00	31 00
Chalk River	456 07	1,050	15,763 43	117 55	152	2,439 18	131 99	43 52	13 89	3 06	247 00	3 00	25 00
Chapleau	3,408 60	4,248	89,323 80	690 71	396	8,272 31	306 28	173 88	32 10	5 31	1,200 00	...	175 00
Charing Cross	343 61	314	5,497 87	28 90	68	787 50	62 99	13 20	...	98	135 80	7 00	13 00
Charlton	904 20	1,834	20,062 34	120 85	251	5,483 17	274 65	75 87	...	3 67	500 00	5 75	50 00
Chatham	30,011 32	6,196	61,609 39	439 47	11,967	166,157 09	21,989 76	...	...	...	6,762 99	...	...
Chatsworth	1,138 25	871	11,645 07	61 57	374	6,192 26	783 01	38 58	3 52	8 17	598 00	248 00	50 00
Chelmsford	765 69	1,742	23,734 54	130 59	234	4,193 52	324 58	72 02	...	1 58	386 00	80 00	38 00
Cheltenham	373 45	57	829 81	5 36	91	848 95	188 46	3 22	...	6 14	196 00	...	19 00
Chesley	5,366 15	2,600	20,967 45	149 32	1,333	20,470 01	1,984 93	117 33	77	10 59	1,806 80	14 00	275 00
Chesterfield	318 28	152	1,208 16	7 80	18	157 10	33 00	6 26	...	47	175 00	...	19 00
Chesterville	2,413 85	2,095	19,782 26	121 19	529	7,953 77	1,122 60	89 09	6 11	9 43	933 00	138 00	125 00
Chippawa	900 67	887	7,958 76	54 37	232	2,110 74	194 83	37 80	6 76	4 74	393 00	...	14 00
Churchill	562 64	606	5,294 65	33 77	118	1,418 33	155 29	25 42	...	1 08	261 00	...	31 00
Chûte à Blondeau	204 42	545	12,516 19	53 85	202	5,628 75	116 25	23 82	...	1 50	102 00	...	13 00
Clandeboye	223 95	261	3,918 30	20 28	85	897 99	136 10	11 29	...	1 16	117 00	38 00	13 00
Claremont	700 78	593	10,223 30	51 58	253	3,574 61	398 08	26 25	2 97	9 11	333 00	...	38 00
Clarence	311 76	294	3,620 27	20 29	47	897 45	107 23	12 23	6 44	77	168 00	...	19 00
Clarence Creek	480 05	702	13,665 72	63 53	218	4,618 71	341 91	30 26	50 25	4 69	300 50	6 00	34 50
Clarke	352 07	422	5,579 68	34 93	115	1,678 18	190 90	18 03	...	1 35	161 00	54 00	19 00
Clarksburg	1,295 17	853	8,607 91	50 70	464	5,890 50	715 66	38 76	30 64	5 78	565 00	115 00	75 00
Clarkson	634 33	156	3,683 45	20 65	110	1,325 83	93 14	7 31	...	6 29	315 00	...	31 00
b Claude	97 09	26	279 07	1 64	10	138 99	45 44	1 08	...	1 72	58 00	...	6 00
Clayton	219 67	185	4,289 18	19 24	75	854 44	196 41	8 15	33	3 13	155 00	30 00	13 00
Clear Creek	214 42	348	4,637 95	26 00	85	614 05	140 70	14 77	...	2 09	113 00	...	13 00

a Including Commission on Box Rents. *b* Accounting from May 1, 1910. *c* Closed May 12, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario. —*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Clifford	1,273 31	1,021	9,478 05	59 00	430	5,294 08	826 21	45 14	2 09	7 20	574 00	28 00	75 00
Clinton	5,923 34	3,223	26,227 59	177 87	1,827	23,285 25	1,995 91	147 21	44 91	1 88	*a*2,212 00	100 00	....
Cloyne	196 27	343	5,669 78	28 83	57	1,261 59	223 02	14 29	5 30	2 81	123 00	18 00	13 00
Coatsworth Station	186 55	307	3,884 46	22 11	74	609 13	177 22	13 02	....	1 30	93 00	....	6 00
Cobalt	22,193 04	17,696	370,334 39	2,738 31	3,007	53,287 65	3,116 95	737 91	174 47	25 14	4,568 14	78 00	850 00
Cobden	1,741 83	869	13,669 89	70 62	663	11,699 32	1,169 44	41 39	23	11 34	733 00	20 00	100 00
Coboconk	604 40	814	7,947 77	48 35	127	1,846 50	194 22	33 83	....	2 10	314 00	35 00	38 00
Cobourg	11,768 67	5,415	59,524 25	448 10	2,158	28,124 40	3,448 67	238 18	18 67	21 23	*a*3,653 00	230 00	....
Cochrane	6,285 60	10,774	511,879 67	4,440 21	544	12,030 34	480 96	436 40	58 96	8 21	1,726 50	....	262 50
Cockburn Island	208 36	622	8,206 03	45 55	20	808 47	58 21	25 08	1 18	2 76	112 00	....	13 00
Codrington	2[illegible]6 30	228	3,269 52	17 94	27	199 25	13 71	9 39	....	2 53	101 00	....	13 00
Coe Hill	674 67	676	10,274 18	55 66	130	2,930 10	466 75	28 34	....	7 77	327 00	50 00	38 00
Colborne	3,695 43	2,064	23,239 59	145 86	1,399	22,988 09	2,355 87	96 55	3 99	23 31	1,395 00	226 00	212 50
Coldstream	249 78	257	5,115 58	25 32	139	1,468 92	224 96	11 67	....	2 06	106 00	....	13 00
Coldwater	2,135 19	1,990	30,143 07	205 23	826	10,395 87	2,226 36	87 86	19 58	12 63	937 50	68 00	125 00
Collingwood	13,888 92	7,188	76,075 69	536 13	4,347	74,409 72	6,613 40	330 99	53 70	24 86	3,978 00	25 00	675 00
Collin's Bay	402 49	66	1,457 99	6 84	168	2,376 06	158 18	4 32	....	3 84	203 00	....	25 00
Colpoy's Bay	217 07	209	1,633 87	10 90	35	545 36	35 13	8 71	....	1 70	112 00	....	13 00
Columbus	339 52	504	5,782 62	33 78	141	1,854 42	181 63	21 57	....	1 70	161 00	....	19 00
Comber	1,418 10	1,604	15,079 01	95 53	403	5,238 09	642 21	68 19	4 23	7 10	613 00	....	75 00
Combermere	419 94	906	12,682 32	65 13	106	2,474 59	171 20	37 30	15 47	3 71	241 00	81 00	25 00
Conestogo	353 83	409	3,152 03	22 10	86	1,207 14	171 21	17 22	....	1 49	168 00	....	19 00
Conn	336 95	270	3,354 42	19 24	42	642 28	39 25	11 22	....	1 62	184 00	....	19 00
Consecon	622 45	729	7,154 22	42 89	183	1,580 64	173 94	30 99	45	4 06	299 00	22 00	31 00
Cookstown	1,727 46	1,543	17,264 31	103 89	493	4,922 07	740 32	66 65	3 47	11 18	673 00	....	75 00
Cooksville	732 73	340	4,057 64	23 85	197	2,032 59	415 60	15 57	....	1 27	325 00	....	34 50
Copetown	316 64	318	4,222 13	24 51	77	844 76	49 50	13 49	....	69	195 00	15 00	22 00
Copleston	287 92	403	4,763 89	26 42	118	1,027 75	256 40	17 20	....	52	118 00	....	13 00
Copper Cliff	4,252 87	8,665	224,836 23	1,919 55	1,005	12,730 65	464 21	356 65	113 43	11 97	1,348 00	....	200 00
Corbetton	355 77	50	1,636 57	6 75	124	1,547 68	110 39	3 24	....	6 41	187 00	....	19 00
Cordova Mines	214 74	221	4,286 98	20 73	60	1,492 13	106 67	9 44	21	4 53	136 00	5 00	13 00
Corinth	397 59	495	6,952 66	38 08	86	1,256 66	193 15	20 66	....	4 00	222 00	....	19 00
Cornwall	13,544 98	5,838	63,835 33	403 86	3,913	54,557 17	6,125 54	....	....	....	3,917 38	....	....

Corunna	543 21	369	4,935 54	26 85	310	4,319 13	255 52	17 86	....	4 35	267 00	....	31 00
Cottam	463 93	856	11,272 10	61 41	101	1,415 06	271 91	35 25	....	2 07	193 00	......	19 00
Courtland	506 99	389	7,592 16	35 82	156	1,864 29	456 84	17 12	....	6 11	305 00	5 00	31 00
Courtright	851 54	866	8,760 91	53 59	287	5,822 33	437 51	37 51	10 08	3 90	373 00	27 00	44 00
Craighurst	358 37	311	4,456 40	24 35	106	1,835 52	57 16	13 50	....	5 66	194 00	....	19 00
Craigmont	379 76	718	13,799 18	71 16	40	738 13	20 60	29 12	....	4 95	192 00	....	19 00
Cranbrook	201 59	462	5,802 63	31 88	167	2,051 11	213 98	20 15	....	1 86	112 00	....	13 00
Crediton	796 68	366	6,402 98	31 77	360	6,286 45	253 11	18 24	0 81	4 63	409 00	....	50 00
Creemore	2,046 00	1,365	13,772 07	84 48	829	12,116 33	1,720 98	62 89	2 16	10 13	820 50	62 00	112 50
Creighton Mine	1,018 46	2,068	66,560 37	575 00	63	1,258 14	11 20	83 35	88 32	1 83	298 00	....	31 00
Crookston	184 57	229	2,788 83	15 99	47	586 57	125 69	9 63	....	3 25	111 00	....	9 50
Crysler	930 45	914	12,362 17	67 34	306	7,114 67	292 78	39 62	....	6 47	475 50	4 00	50 00
Crystal Beach	1,781 87	418	3,706 27	23 64	84	1,054 72	38 50	17 56	....	0 12	677 00	....	75 00
Cumberland	510 33	726	12,909 19	63 05	145	2,082 09	376 45	30 49	20 57	2 38	267 00	....	31 00
Cumming's Bridge	762 31	367	3,651 11	29 44	384	3,260 64	863 32	18 52	....	2 85	302 00	....	38 00
Curran	259 23	346	5,317 46	26 38	112	2,130 16	89 30	14 96	....	4 19	127 00	5 00	13 00
Cutler	746 71	1,476	24,602 05	158 12	187	2,007 76	167 60	60 91	3 68	4 85	301 00	....	38 00
Cyrville	134 21	91	1,285 00	8 68	12	229 19	75 75	3 76	....	0 82	80 00	....	6 00
Dalkeith	329 50	167	4,363 56	18 99	41	381 44	149 37	7 09	....	7 93	162 00	....	19 00
Dashwood	682 31	201	5,820 52	25 22	146	2,614 63	270 71	9 50	....	15 94	340 00	18 00	38 00
Davisville	1,017 00	758	5,317 73	50 82	317	3,864 62	425 85	33 49	....	1 87	415 50	....	47 00
Dean Lake	214 64	389	5,724 74	31 73	42	596 10	151 13	15 98	....	2 71	91 00	....	6 00
Delaware	543 30	648	13,452 59	62 64	142	2,188 11	260 05	27 34	1 07	3 20	273 00	....	31 00
Delhi	2,147 87	938	11,172 06	65 32	563	7,207 56	1,385 38	43 20	0 43	21 96	961 00	6 00	125 00
Deloro	580 83	513	9,904 56	74 97	59	1,005 11	147 13	21 11	....	3 84	275 00	....	31 00
Delta	813 82	1,315	11,134 41	74 68	269	3,324 58	661 86	55 29	1 39	0 59	418 00	....	50 00
Demorestville	200 18	242	3,866 08	19 99	23	203 34	76 20	9 91	....	1 65	127 00	4 00	13 00
Denbigh	286 93	272	4,220 81	21 11	56	1,271 38	124 41	11 44	....	2 35	149 00	5 00	13 00
Denfield	291 98	322	4,482 13	24 27	33	496 42	57 49	13 21	....	1 24	167 00	15 00	19 00
Depot Harbour	837 70	1,165	23,749 42	162 63	210	2,974 29	386 60	48 70	45 33	13 21	510 00	....	50 00
Desbarats	454 44	608	5,381 71	36 46	136	1,750 76	101 87	25 68	....	1 74	283 00	232 73	34 56
Desboro	475 37	525	9,717 32	45 90	79	1,128 71	194 96	21 75	5 11	5 86	249 00	....	25 00
Deseronto	3,638 65	2,551	18,815 08	131 94	1,773	16,253 38	2,180 59	119 77	4 48	8 47	a 1,464 50	....	....
Deux Rivieres	185 45	301	2,570 61	17 63	16	203 34	25 43	12 20	....	1 01	101 00	28 00	13 00
Devlin	334 04	616	10,088 01	52 47	80	2,190 57	116 02	25 44	....	4 28	192 00	38 00	19 00
Dickinsons Landing	223 82	189	2,349 45	13 22	118	1,981 61	184 83	8 74	....	4 57	120 00	....	13 00
Dixie	221 47	130	2,039 23	10 87	31	509 90	71 11	5 51	....	0 87	120 00	....	13 00
Dobbinton	254 17	77	1,229 76	6 23	80	1,193 11	51 20	3 88	....	1 91	154 00	24 00	13 00
Doon	566 41	36	352 31	3 23	123	1,018 42	297 89	2 67	....	2 05	281 00	....	31 00
Dorchester Stn	790 66	418	4,513 20	27 82	173	2,748 35	325 13	18 45	1 39	5 06	430 00	....	50 00
Dorion	59 56	247	2,932 02	17 60	45	701 80	45 70	10 33	0 26	1 06	36 00	....	....
Dornoch	203 99	107	1,896 12	9 92	44	333 10	101 15	4 72	....	2 38	102 00	....	13 00
Dorset	950 64	993	12,157 50	66 62	117	2,507 81	184 54	41 19	5 71	2 01	475 00	....	50 00
Douglas	728 23	914	14,191 86	74 17	227	5,195 53	305 75	38 83	0 48	7 72	350 00	12 00	38 00
Drayton	2,162 11	1,186	13,523 86	81 78	1,068	10,396 32	2,031 06	58 12	5 74	10 01	844 00	22 00	125 00
Dresden	3,020 16	2,366	28,091 52	159 63	921	13,544 27	1,226 74	103 85	3 77	18 38	1,092 00	45 00	150 00
Dromore	280 05	404	7,196 96	34 51	181	2,351 52	258 54	17 97	....	4 83	143 00	3 00	13 00
Drumbo	978 28	1,165	8,884 99	61 50	357	4,141 65	458 53	50 17	0 90	3 27	511 00	6 00	50 00
Dryden	1,780 34	2,011	27,856 59	215 88	326	6,252 25	700 20	83 70	....	5 04	927 00	....	125 00

a Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Duart	299 88	851	9,187 68	54 10	117	768 59	202 58	35 21	....	0 88	160 50	....	19 00
Dublin	611 85	372	4,338 06	24 96	180	2,863 44	139 75	16 68	....	4 40	355 00	54 00	38 00
Dunbar	195 85	220	2,395 91	14 08	59	505 41	172 56	9 39	....	2 85	110 00	28 00	13 00
Dunbarton	408 36	379	3,767 90	23 87	94	897 94	230 68	16 10	....	0 68	203 00	....	25 00
Dunchurch	397 09	442	8,295 21	49 69	77	1,272 78	122 59	18 45	0 16	5 50	192 00	34 00	19 00
Dundalk	1,990 75	2,152	24,122 50	138 70	715	10,077 63	1,596 35	93 23	8 43	18 09	849 00	84 00	125 60
Dundas	8,509 89	2,658	35,782 05	286 72	1,586	18,776 41	2,195 67	122 18	44 00	20 58	a2,760 00	208 00	....
Dungannon	898 27	791	8,053 91	47 26	541	4,686 07	742 34	37 05	6 58	4 73	445 00	....	50 00
Dunnville	7,644 59	3,834	32,931 91	233 54	1,721	21,573 46	2,651 33	170 57	6 07	14 62	2,359 50	158 00	362 50
Duntroon	337 92	650	9,842 07	49 18	105	1,319 38	201 40	27 05	....	0 59	228 50	....	19 00
Dunvegan	353 24	587	7,426 48	41 26	116	2,187 78	148 37	24 64	....	1 59	163 00	6 00	19 00
Durham	3,693 10	2,459	24,805 86	154 32	1,174	15,448 78	2,069 38	110 10	20 45	14 54	1,416 00	60 00	212 50
Dutton	2,685 22	2,223	16,068 68	116 15	523	5,768 24	895 37	94 15	10 17	6 12	941 50	24 00	125 00
Eagle	170 22	185	2,721 78	14 19	43	553 20	53 00	7 83	....	1 45	98 00	....	9 50
Eagle River	277 17	299	5,868 03	40 60	35	540 88	117 43	12 31	....	2 84	150 00	....	13 00
Earlton	408 33	435	5,619 74	31 55	92	1,904 75	227 73	18 32	....	3 71	238 50	13 50	28 00
Easton's Corners	328 35	619	8,158 95	43 42	165	1,853 30	166 55	26 41	....	2 21	206 50	6 00	22 00
Eastwood	229 27	96	1,441 78	7 87	50	630 79	106 70	4 34	....	3 46	131 00	....	13 00
Eauclaire	212 61	478	5,287 57	31 65	32	391 12	83 89	19 44	....	1 08	110 00	5 00	9 50
Echo Bay	380 85	320	3,418 78	21 94	134	1,662 70	283 74	14 14	....	2 04	205 00	8 00	22 00
Edenvale	174 07	420	7,664 63	38 17	40	244 11	52 46	17 20	....	1 66	69 00	....	6 00
Edgeley	144 65	82	2,378 99	10 53	27	271 44	77 84	3 55	....	1 86	74 00	....	6 00
Eganville	2,599 43	3,349	35,230 18	207 78	1,266	18,801 59	2,068 84	146 62	19 98	9 51	1,024 00	37 00	125 00
Eglinton	1,869 81	947	8,499 94	68 18	568	6,634 78	830 31	43 56	....	1 97	672 00	....	75 00
Eldorado	309 14	96	1,725 91	8 74	107	1,954 07	315 59	4 91	....	5 26	150 00	6 00	13 00
Elgin	804 91	75	3,147 02	13 25	274	4,268 98	328 30	5 74	....	21 61	436 00	55 00	50 00
Elimville	67 43	86	1,068 12	6 45	25	217 27	20 94	3 69	....	1 16	43 00	....	....
Elk Lake	3,006 07	2,539	35,263 24	205 30	544	9,960 27	812 17	107 00	....	6 70	1,741 99	40 00	262 50
Elmira	2,708 51	1,301	13,343 73	88 49	756	11,009 83	1,605 31	59 60	0 74	19 68	1,066 00	40 00	150 00
Elmvale	1,885 31	892	10,442 71	62 38	673	9,907 73	1,754 81	42 41	2 49	17 33	846 00	45 00	100 00
Elmwood	726 79	624	7,437 40	42 90	204	3,365 42	327 26	27 00	0 14	8 14	333 00	32 00	38 00
Elora	3,751 18	2,370	20,434 81	135 05	1,341	20,537 63	1,765 35	108 21	16 41	10 46	1,273 00	46 00	200 00
Elphin	155 07	229	3,795 08	18 63	17	239 58	30 29	9 33	....	1 86	81 00	....	6 00

Embro	1,320 66	864	8,507 38	55 44	402	5,480 31	865 31	38 58	1 59	8 18	626 30	82 00	75 00
Embrun	722 25	841	16,898 63	75 93	248	5,304 41	218 18	36 12	......	2 77	386 00	16 00	44 00
Emo	1,019 78	1,069	23,609 70	114 49	409	6,569 58	704 11	16 85	......	26 69	545 00	22 00	50 00
Emsdale	970 03	539	7,701 98	42 93	189	2,990 44	415 31	23 45	6 43	4 75	454 00	......	50 00
Englehart	1,949 61	2,623	37,253 49	245 06	701	12,646 41	614 55	111 93	4 12	7 58	877 50	37 50	125 00
Enniskillen	318 82	363	4,025 20	22 86	91	929 91	178 53	15 43	......	0 72	134 00	......	13 00
Enterprise	1,117 30	863	10,708 32	59 90	231	5,033 27	201 98	36 83	66 98	8 63	558 00	12 00	50 00
Erin	1,305 96	595	9,227 64	47 88	620	7,095 17	1,065 17	30 00	14 68	13 70	590 00	14 00	75 00
Erindale	512 38	344	8,073 97	48 34	92	779 67	135 76	14 68	......	1 52	197 00	......	19 00
Espanola	988 71	1,808	45,134 61	419 69	120	2,582 06	133 87	73 52	......	6 76	431 00	......	50 00
Essex	3,150 43	2,914	33,630 85	193 27	1,006	11,207 05	,807 47	126 62	10 23	9 13	1,206 50	66 00	175 00
Ethel	526 55	660	13,827 03	64 57	240	2,621 39	266 88	28 80	......	8 25	272 00	......	31 00
Eugenia	208 91	359	12,855 77	51 30	106	1,390 73	125 63	15 42	......	5 42	120 00	......	13 00
Everett	441 53	643	5,963 37	37 68	144	1,817 02	163 33	27 16	......	1 26	210 00	......	25 00
Everton	201 29	115	2,062 49	10 34	89	1,080 84	33 90	5 49	......	2 31	103 00	......	13 00
Exeter	3,146 29	1,649	16,840 75	104 15	928	11,034 07	1,601 35	75 24	3 09	10 82	1,187 00	*b*108 50	175 00
Falding	128 73	252	4,286 51	22 51	43	370 82	36 67	10 51	......	1 84	74 50	8 00	6 00
Falls View	769 21	1,071	35,470 04	319 90	50	462 11	21 90	43 34	......	0 57	300 00	......	31 00
Farquhar	221 60	124	1,565 47	9 15	97	648 59	94 48	5 93	......	0 27	129 00	......	13 00
Farran's Point	343 40	499	5,702 25	32 06	90	2,274 05	119 15	20 86	......	4 13	170 50	72 00	19 00
Fauquier	1,331 06	454	16,742 23	108 59	12	189 37	51 90	18 28	......	1 51	599 00	......	75 00
Fenelon Falls	3,083 02	3,180	28,495 34	190 41	1,117	15,167 03	2,171 75	138 37	4 86	5 76	1,114 00	40 00	175 00
Fenwick	732 40	975	9,612 59	60 26	227	2,250 29	468 45	41 27	......	3 00	339 00	205 00	38 00
Fergus	4,948 62	1,518	14,382 42	99 28	1,436	21,539 87	2,066 77	75 08	6 24	9 78	1,505 00	40 00	225 00
Fesserton	394 51	192	3,401 01	18 07	108	1,036 95	253 56	8 76	......	10 45	256 00	......	25 00
Feversham	533 11	692	14,461 57	67 31	116	2,234 43	359 38	28 84	......	5 26	242 50	5 00	25 00
Finch	1,225 75	1,214	16,820 36	94 09	259	4,113 98	570 13	51 19	......	10 03	564 00	5 00	75 00
Fingal	599 51	483	4,455 49	29 02	147	1,663 23	313 08	20 79	2 09	3 38	290 00	6 00	31 00
Fisherville	284 59	408	8,195 01	39 27	25	301 52	89 45	16 57	......	3 89	165 00	......	13 00
Fitzroy Harbour	488 33	635	8,315 97	46 34	76	1,082 19	119 30	26 16	0 70	67	240 00	20 00	25 00
Fleetwood	209 90	146	2,975 14	13 08	30	496 19	118 12	6 14	......	94	107 00	......	13 00
Flesherton	1,284 50	442	8,615 39	41 92	660	11.855 05	982 65	24 28	......	17 69	575 00	164 00	75 00
Fletcher	417 13	808	9,521 09	53 93	84	746 78	87 91	33 16	......	99	260 00	......	31 00
Flinton	471 11	866	10,575 29	58 87	266	5,421 28	484 53	37 30	......	2 36	208 00	6 00	25 00
Floradale	248 75	288	2,322 23	15 98	37	438 36	92 89	11 89	......	1 29	127 00	......	13 00
Florence	866 51	1,238	15,144 14	85 32	363	5,739 61	440 90	53 15	3 97	8 15	429 00	5 00	44 00
c Folger Station	201 08	38	434 83	2 53	......	......	10 26	1 52	......	0 92	108 00	......	13 00
Fonthill	896 64	863	5,975 06	49 88	363	3,980 66	523 76	38 15	1 42	4 16	417 00	......	50 00
Fordwich	934 51	1,089	12,257 56	70 97	417	6,098 24	544 51	47 73	2 74	7 17	499 00	28 00	50 00
Forest	3,592 67	1,906	20,919 86	130 55	1,291	18,242 56	1,617 29	89 15	2 09	27 22	1,287 00	28 00	200 00
Foresters Falls	375 38	685	10,212 95	51 94	118	1,808 01	166 17	28 58	......	4 49	191 00	......	19 00
Forks Road	119 25	117	2,058 14	11 39	38	355 16	60 06	6 26	......	3 38	59 00	......	6 00
Formosa	498 70	1,043	11,747 40	66 79	776	6,603 29	846 29	49 48	9 25	1 09	288 00	......	31 00
Fort Erie	3,029 69	1,683	12,540 08	91 77	351	4,549 41	480 65	70 83	15 33	2 81	970 00	......	125 00
Fort Francis	4,943 37	5,352	100,735 58	779 70	773	11,804 51	1,244 93	221 81	19 41	14 07	1,597 00	86 00	225 00
Fort Stewart	296 70	96	2,832 86	12 20	78	1,152 63	165 35	4 62	......	3 32	201 00	21 00	19 00
Fort William	*35,853 25	......	......	......	......	......	......	......	......	......	......	......	......

a Including commission on Box Rents. *b* Including $4.50 arrears forward. *c* Accounting from November 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	ance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*Divided as follows—													
Head Office	32,993 77	24,006	587,679 96	5,382 96	4,169	74,180 13	4,116 15	....	....	....	8,962 81	....	....
Fort William West	2,859 48	3,448	67,040 74	599 92	178	3,590 38	437 59	139 70	....	3 15	150 00	....	....
Fournier	387 12	556	10,476 25	50 15	89	2,091 30	140 36	23 13	....	3 05	252 00	....	25 00
Foxboro	542 65	67	778 67	5 50	97	1,189 42	205 90	3 65	....	3 99	230 00	8 00	25 00
Fox Point	468 63	198	1,712 39	10 83	54	1,455 56	70 58	8 46	....	0 97	226 00	....	25 00
Frankford	1,421 36	2,064	2,8374 88	169 67	333	5,102 73	623 86	85 89	9 51	7 77	658 00	....	75 00
Franktown	173 81	285	5,063 18	25 26	40	678 73	64 11	11 80	....	1 93	104 00	....	9 50
Frankville	320 40	629	9,713 66	49 37	165	1,923 77	258 19	26 81	1 12	3 28	190 00	....	19 00
Freelton	259 59	415	8,941 13	39 84	71	1,315 18	86 50	17 31	....	2 47	155 00	12 00	16 00
Freeman	621 42	439	3,895 95	30 44	88	1,011 89	137 05	18 44	....	2 62	287 00	....	31 00
French River	300 96	738	11,923 24	59 67	76	1,394 75	57 21	30 28	6 16	3 31	160 50	....	19 00
Fruitland	488 80	89	551 96	4 87	150	1,478 49	128 04	5 06	....	1 18	287 50	....	31 50
Fullarton	340 51	318	3,198 08	20 09	73	845 91	57 60	13 45	....	2 39	183 00	....	19 00
Galetta	373 67	432	5,873 98	32 45	52	369 57	70 23	17 80	....	3 74	201 00	....	25 00
Galt	27,026 85	9,596	92,589 20	750 70	4,848	57,731 75	6,231 19	432 32	120 63	40 79	6,781 00	80 00	....
Gamebridge	646 67	288	5,127 61	27 59	60	1,156 78	134 85	12 12	1 13	3 94	246 00	....	25 00
Gananoque	8,737 57	2,987	25,863 69	189 96	1,574	21,606 27	2,069 34	135 22	5 84	7 37	3,041 50	30 00	....
Garden River	114 02	167	1,272 57	9 66	26	193 46	37 20	6 94	....	0 86	74 00	....	6 00
Garson	494 45	995	29,123 58	188 67	10	361 97	17 20	39 90	....	2 65	149 00	....	13 00
Georgetown	4,229 05	2,166	23,044 89	151 54	1,126	11,366 95	2,143 84	97 88	14 77	21 41	1,415 00	144 00	225 00
Gillies Depot	562 05	504	5,817 79	39 18	16	416 45	15 43	20 32	....	1 07	300 00	....	38 00
Gilmour	259 08	224	3,658 22	20 11	23	368 03	222 24	9 19	....	2 99	126 00	....	13 00
Giroux Lake	1,643 69	4,121	88,670 70	573 55	96	1,989 00	75 92	165 80	....	3 67	765 00	....	100 00
Glammis	370 25	889	10,193 08	58 36	173	3,280 02	252 73	37 29	....	2 09	187 00	7 00	19 00
Glanford	772 17	62	2,013 22	8 39	42	857 97	81 93	2 90	....	4 52	120 00	....	10 00
Glanworth	322 28	122	1,200 66	8 29	41	431 51	190 19	5 29	....	0 81	133 00	....	13 00
Glenallen	313 68	669	7,381 66	42 96	161	2,071 92	287 07	28 37	1 85	1 25	172 00	....	19 00
Glen Buell	192 00	146	2,280 77	12 05	46	378 90	103 56	6 30	....	1 44	74 50	....	6 00
Glencoe	3,295 54	1,724	20,188 10	120 61	939	11,435 38	1,558 68	78 35	9 68	17 25	1,089 00	30 00	25 00
Glen Morris	169 59	264	2,628 44	16 30	39	524 29	57 67	10 95	....	0 72	90 00	....	6 00
Glenora	117 94	54	513 30	3 49	18	386 55	28 00	2 34	....	1 44	66 00	....	6 00
Glen Robertson	483 43	543	9,857 08	49 29	208	3,057 95	249 72	23 80	....	8 03	241 00	120 00	25 00

Glen Williams	621 55	189	2,072 38	15 80	76	909 53	126 92	8 32	...	9 14	322 00	...	38 00
Goderich	10,740 79	3,091	26,344 10	186 48	2,469	36,474 53	2,8[illegible]6 35	148 33	25 41	10 51	e3,368 00	212 00	...
Golden Lake	453 65	402	1,024 56	24 89	81	1,202 60	154 50	16 89	...	1 81	224 00	11 50	25 00
f Goldlands	1,585 35	487	9,225 50	44 27	35	650 63	114 20	19 83	...	1 19	748 03	...	75 00
Goldstone	198 79	314	3,927 31	22 12	64	701 66	16 01	13 20	...	0 98	91 00	...	6 00
Gooderham	474 14	295	6,693 52	30 90	94	1,608 38	220 58	12 74	2 19	8 43	237 00	12 00	25 00
Goodwood	429 13	869	9,247 96	54 51	121	1,422 46	176 32	35 97	...	0 86	196 00	...	19 00
Gordon Bay	164 45	145	1,605 12	9 85	28	652 41	45 16	6 08	...	2 12	138 00	...	12 50
Gore Bay	2,319 69	2,960	32,390 57	187 26	787	12,088 69	1,052 25	126 27	4 81	3 84	871 00	148 00	125 00
Gore's Landing	280 06	139	2,602 98	13 05	59	876 54	80 65	6 15	...	3 77	150 00	...	13 00
Gormley	276 79	116	3,126 29	15 08	34	466 86	236 32	4 98	...	1 92	161 50	...	16 00
Gorrie	923 59	838	8,636 65	52 36	480	4,778 06	630 29	38 32	56	5 89	505 51	...	50 00
Gowanstown	144 13	285	3,288 40	18 72	22	399 82	104 32	11 62	...	2 05	80 00	45 00	6 00
Gowganda	1,908 23	1,720	40,804 81	276 32	275	6,258 41	465 35	71 55	...	6 35	758 50	...	112 50
Grafton	831 22	1,164	15,879 06	116 73	232	2,821 42	407 49	48 88	0 57	4 69	368 00	96 00	41 00
Grand Bend	336 46	370	7,927 80	36 14	51	814 96	160 02	15 34	...	1 13	172 00	...	19 00
Grand Valley	2,402 46	1,557	13,825 57	92 91	1,191	10.148 65	3,0[illegible]2 95	74 19	0 40	8 04	922 00	40 00	125 00
Granton	801 78	1,230	9,606 67	63 44	279	2,321 91	275 78	51 99	2 39	2 86	398 00	22 00	41 00
Grassie	152 70	92	2,203 50	12 52	7	100 50	101 82	3 75	...	3 32	74 00	6 00	6 00
Gravenhurst	4,833 58	2,874	28,043 70	183 40	1,767	23,779 93	2,565 77	132 63	7 88	10 31	1,764 00	212 00	275 00
Greenfield	408 59	233	3,742 11	18 97	98	1,339 85	114 81	10 30	...	5 59	204 00	21 00	22 00
Greensville	297 09	211	2,476 09	14 12	55	730 22	87 70	8 99	...	1 14	160 00	...	19 00
c Green Valley	184 71	33	674 49	3 21	5	43 00	27 45	1 37	...	1 00	139 00	50 00	13 00
Greenwood	308 37	346	7,965 05	37 32	65	847 69	123 39	14 49	2 05	4 37	145 00	...	13 00
Grimsby	6,749 70	2,776	20,703 46	161 81	1,804	19,507 04	2,416 70	129 08	3 95	12 08	1,734 00	...	275 00
Guelph	42,832 97	11,526	138,979 54	1,107 01	12,142	174,765 19	18,483 11	...	...	...	7,496 46	...	...
Hagersville	2,656 49	2,054	31,916 84	203 69	630	8,193 56	1,199 89	88 46	19 77	16 18	951 00	88 00	150 00
Haileybury	12,303 03	10,652	145,325 23	934 41	2,157	39,812 36	2,384 78	447 65	19 54	31 47	3,663 00	5 00	625 00
Haley Station	219 83	108	2,268 55	11 00	98	1,228 51	112 98	5 30	...	2 98	117 00	7 00	13 00
Haliburton	1,205 81	1,051	18,118 96	107 78	302	7,533 41	508 61	45 06	30 55	14 57	596 00	3 00	62 50
Hamilton	*213,979 86	...	...	...	...	...	...	...	...	...	...	...	...
*Divided as follows:—													
Head Office	179,600 80	27.466	341,594 68	2,977 21	45,664	674,412 02	59,251 27	...	...	*a*9 62	*b*	...	...
Station B	19,651 56	7,921	162,246 17	1,596 69	321	1,848 51	499 24	...	...	...	...	...	...
Sub-office No. 2	1,150 00	546	4,113 03	38 87	4	20 11	12 75	21 88	...	0 82	100 00	...	...
Sub-office No. 3	1,006 00	1,363	11,666 78	121 03	12	77 10	46 15	51 64	...	0 40	100 00	...	...
d Sub-office No. 4	4,921 00	4,488	57,135 72	546 28	29	275 03	89 33	179 81	44 58	3 10	162 33	...	...
Sub-office No. 5	3,875 00	2,974	22,142 86	211 84	33	295 33	315 15	119 29	5 51	3 48	200 00	...	...
" " 6	1,836 00	...	...	...	...	...	...	...	...	...	75 00	...	...
" " 7	417 00	...	...	...	...	...	...	...	...	...	100 00	...	...
Crown Point	470 00	693	4,733 26	49 56	36	196 94	6 95	28 08	...	2 79	100 00	...	...
Mount Hamilton	1.049 50	...	...	...	...	...	...	...	...	...	185 00	...	19 00
Hammond	281 28	377	8,731 34	40 14	89	1,367 69	250 63	15 97	...	6 88	125 00	25 00	13 00
Hampton	406 66	693	8,039 03	46 24	84	1,019 92	151 29	28 56	0 29	1 04	195 00	38 00	19 00
Hanmer	281 20	462	14,359 42	62 86	64	1,477 71	140 65	19 12	...	11 72	155 00	...	13 00
Hanover	5,375 95	669	8,849 67	48 81	1,590	20,069 10	1,747 40	42 66	3 43	32 33	1,666 00	25 00	250 00
Harrietsville	385 99	384	3,626 10	24 31	103	1,308 81	251 77	16 39	...	1 08	185 00	...	19 00
Harrington West	370 50	387	6,691 77	32 17	46	807 06	77 50	15 94	...	1 67	177 00	...	19 00

a Commission to Non-Accounting Offices, etc. *b* For Salary, etc., see Auditor General's report. *c* Acting from Nov. 1, 1910. *d* Closed from Oct. 14, 1910 to Jan. 2, 1911. *e* Including commission on Box Rents. *f* Late Kelso Mines; accounting from November 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accouuting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Harrisburg	272 47	116	784 63	5 79	46	223 15	65 10	5 10	......	1 02	142 00	......	13 00
Harriston	4,859 47	457	9,983 31	51 75	1,655	20,176 67	1,891 97	34 83	10 27	38 23	1,574 98	60 00	225 00
Harrow	1,604 23	1,735	21,169 83	121 02	429	4,848 80	672 06	73 69	2 73	7 00	703 00	......	100 00
Harrowsmith	714 07	542	6,536 79	38 31	220	3,016 42	395 66	23 88	6 07	5 82	329 00	......	38 00
Harwich	191 68	345	5,619 72	27 75	38	689 95	93 38	14 18	......	2 01	*b* 220 00	......	37 00
Hastings	2,089 33	2,199	22,831 05	135 71	387	4,935 05	478 92	91 83	9 47	7 54	852 00	60 00	125 00
Havelock	2,319 75	2,589	29,942 65	175 62	449	6,078 75	1,012 48	108 05	13 49	13 12	885 00	102 00	125 00
Hawkesbury	3,709 81	4,523	50,387 67	327 47	1,058	16,515 07	1,691 14	191 50	15 46	7 01	*a* 1,300 00	14 00	......
Hawkestone	485 85	238	4,361 81	21 44	230	2,697 25	495 78	11 82	......	7 10	261 00	......	31 00
Hawkesville	288 71	443	4,620 13	28 70	106	2,808 39	319 57	18 78	......	2 80	190 00	......	19 00
Hawtrey	244 23	110	1,750 22	10 98	32	403 55	97 62	4 72	......	2 91	122 00	22 00	13 00
Haysville	178 11	228	2,366 44	13 83	59	507 17	39 78	9 71	......	1 45	100 00	......	13 00
Heaslip	179 29	429	3,535 80	24 45	32	685 58	54 25	17 48	......	1 01	90 00	8 00	6 00
Heathcote	343 38	800	9,957 33	54 59	195	3,181 45	204 38	33 95	......	4 38	177 00	......	19 00
Heckston	167 27	59	1,259 27	6 06	17	332 16	68 82	2 53	......	4 12	108 50	3 00	9 50
Helen Mine	660 68	1,670	51,005 19	397 75	759	48,546 92	159 21	74 39	15 95	0 39	218 00	......	25 00
Hensall	1,849 08	1,384	12,816 54	81 90	487	6,791 51	837 40	60 23	31 89	4 92	738 00	24 00	100 00
Hepworth	771 36	1,477	23,625 75	116 56	278	3,745 94	400 06	61 86	3 78	6 36	502 50	2 00	50 00
Heron Bay	162 38	200	5,746 14	57 16	25	418 70	29 35	8 25	......	0 67	108 00	......	13 00
Hespeler	5,206 27	4,128	28,778 93	228 53	1,084	11,928 90	1,284 29	175 96	36 88	7 50	1,759 00	3 00	275 00
Hickson	477 53	96	1,487 92	8 73	114	1,921 38	101 26	4 98	......	4 95	246 00	......	25 00
Highgate	1,122 56	1,367	9,679 07	70 29	270	3,098 36	464 56	57 38	0 12	6 49	538 00	......	50 00
Highland Creek	178 44	240	5,022 95	22 96	59	639 76	73 85	10 19	......	0 37	100 50	......	9 50
Hillier	269 05	402	6,230 66	31 66	73	1,108 58	92 20	16 81	......	5 23	140 00	16 00	13 00
Hillsburg	871 19	729	7,647 10	46 58	278	3,572 60	521 23	31 94	......	3 88	454 50	......	50 00
Hillsdale	453 89	608	10,868 39	53 38	338	3,747 26	510 98	27 70	1 70	6 18	264 50	25 00	28 00
Hilton	161 75	11	166 02	1 24	36	393 31	61 15	0 80	......	2 50	95 00	......	6 00
Holland Centre	328 82	408	4,826 06	26 49	62	1,271 91	109 18	16 94	......	2 45	175 00	......	19 00
Holland Landing	512 10	644	9,320 08	47 11	118	1,487 00	90 19	26 94	......	0 93	222 00	......	25 00
Hollen	174 78	210	2,954 48	15 66	65	694 90	66 21	9 05	......	1 18	95 00	......	6 00
Holstein	700 98	1,053	13,742 49	74 45	253	3,242 89	534 79	44 65	0 76	4 81	405 00	70 00	44 00
Honeywood	249 48	498	10,475 77	49 93	103	1,572 88	255 12	20 95	......	4 73	143 00	......	13 00
Hopeville	220 11	270	4,263 81	21 55	151	1,930 19	119 88	12 31	......	5 45	118 00	......	13 00

Horning's Mills	532 12	986	14,355 67	73 33	276	2,927 79	285 05	42 20	17 55	2 24	287 00	58 00	31 00
Humber Bay	782 27	392	3,819 95	32 83	61	596 49	50 34	16 29	....	0 84	203 00	....	25 00
Humberstone	809 81	1,460	24,477 42	123 49	221	2,463 82	226 19	60 61	8 50	6 99	426 00	....	44 00
Huntsville	5,627 29	3,898	50,801 14	360 00	2,045	22,822 43	3,243 83	176 37	60 29	37 90	1,940 00	148 00	287 50
Hyde Park Corner	217 75	193	5,037 04	21 02	62	641 37	109 87	8 34	....	1 09	118 00	....	13 00
Hymers	421 97	583	12,620 15	61 22	62	964 83	292 63	23 94	....	13 17	193 00	8 00	19 00
Ignace	769 51	2,228	42,532 39	288 32	97	879 11	161 54	90 09	....	1 31	457 50	....	47 00
Ilderton	572 90	515	3,853 78	28 23	193	2,905 32	268 89	22 53	....	0 52	285 00	9 00	31 00
Indian River	193 33	231	2,758 78	16 57	65	884 10	86 25	9 89	....	0 78	99 00	d3 44	6 00
Ingersoll	13,607 96	2,851	31,161 34	235 06	2,762	31,801 81	5,457 64	141 66	25 36	29 58	a1,241 00	322 00	....
Inglewood	856 32	700	6,988 16	46 98	213	2,755 90	535 36	30 13	....	6 08	425 00	....	50 00
Inkerman	652 19	715	10,631 11	53 96	168	1,999 12	181 42	30 28	....	5 85	287 00	....	31 00
Innerkip	596 37	528	6,222 25	36 60	146	1,222 89	328 87	22 58	....	3 09	281 00	....	31 00
Invorary	186 42	272	4,797 45	22 64	74	597 68	114 30	11 62	1 79	0 79	100 00	....	9 50
Invermay	77 95	22	446 11	2 06	14	104 45	22 85	1 02	....	1 97	56 00	....	....
Inwood	974 71	767	11,978 53	65 30	261	3,224 78	481 42	33 29	7 05	9 05	490 00	8 00	50 00
Iona	183 92	326	1,972 16	14 95	49	675 38	94 15	13 53	....	0 71	96 00	....	6 00
Iona Station	250 22	232	2,203 68	13 56	72	318 31	92 59	10 00	....	1 07	123 00	....	13 00
Irena	79 05	47	648 83	3 41	8	75 50	36 25	1 96	....	1 65	62 50	4 00	6 00
Iron Dale	76 44	39	705 59	3 75	21	296 04	30 45	1 77	....	1 53	53 50	....	3 00
Iroquois	2,414 20	2,451	24,040 85	147 41	859	11,004 11	1,642 83	106 63	5 19	9 35	899 00	208 00	125 00
Islington	532 20	151	1,774 75	12 78	130	1,403 15	258 29	7 34	....	2 82	247 00	....	25 00
Ivanhoe	215 85	274	4,754 61	23 69	67	830 50	217 14	11 63	....	3 25	112 00	....	13 00
Jackfish	443 31	306	12,180 14	123 95	31	375 75	24 15	12 55	....	0 30	255 00	....	31 00
Jackson's Point	500 76	201	3,690 85	17 66	42	668 65	164 00	8 46	....	1 11	221 00	....	25 00
Jamestown	99 13	190	2,475 16	12 91	28	361 84	43 96	7 88	....	0 60	57 00	....	6 00
Janetville	292 73	169	3,885 13	17 65	79	877 64	153 45	7 55	....	3 40	161 00	....	19 00
Jarratt	303 94	220	3,553 78	18 46	36	369 94	74 32	9 16	....	2 26	96 00	....	6 00
Jarvis	1,955 81	1,426	13,898 49	88 57	466	5,662 70	1,073 39	61 70	8 15	9 43	841 00	50 00	125 00
Jasper	458 54	322	6,579 35	31 10	139	1,631 01	298 17	14 27	....	8 13	231 00	....	25 00
Jerseyville	294 91	507	4,325 41	28 53	80	531 96	417 56	21 08	....	0 98	168 00	36 00	19 00
John Island	270 66	881	15,271 46	74 33	16	177 33	41 38	35 40	....	2 52	132 00	....	13 00
Jordan	936 09	633	5,916 37	37 40	407	2,251 14	508 43	29 39	....	2 30	503 50	74 00	50 00
Jordan Station	428 15	286	2,568 85	18 30	257	2,247 25	742 15	14 01	....	3 23	305 50	38 00	34 50
Kagawong	388 92	415	8,699 81	41 27	135	2,756 54	106 01	17 95	....	9 71	184 00	8 00	19 00
Kakabeka Falls	298 65	593	6,553 45	53 79	52	930 49	42 69	24 21	....	0 51	114 00	....	13 00
Kars	383 74	519	8,347 13	41 60	97	1,206 04	198 20	21 73	....	5 67	206 00	....	22 00
cKatrine Station	296 18	91	2,242 65	14 20	8	283 40	128 29	3 72	....	2 22	151 00	....	19 00
Keady	200 51	48	1,275 85	5 52	25	565 66	25 74	2 17	....	5 13	96 00	....	6 00
Kearney	842 11	1,112	10,837 57	80 05	304	4,601 40	733 83	47 52	3 11	6 59	450 00	8 00	50 00
Keene	769 28	528	4,968 72	32 39	153	2,126 98	363 08	22 65	4 56	4 14	381 00	....	44 00
Keewatin	2,485 85	5,951	58,787 93	460 79	397	5,941 79	358 57	242 01	....	5 06	1,022 00	....	125 00
Kelvin	203 61	577	9,442 52	46 44	31	306 62	230 25	23 39	....	2 64	112 00	....	13 00
Kemptville	3,709 69	2,682	23,109 88	152 12	1,127	19,528 24	2,113 09	121 55	11 54	8 97	1,318 00	124 00	200 00
Kenilworth	546 40	12	295 80	1 33	135	2,365 03	230 47	1 83	....	5 88	269 00	24 00	31 00
Kenmore	492 41	670	6,130 43	38 31	111	2,288 36	312 54	27 91	....	1 63	239 00	....	25 00
Kenora	11,772 19	7,550	116,777 62	943 80	2,020	28,856 10	2,785 18	322 20	45 34	34 62	a4,715 00	....	....
Kent Bridge	493 65	173	2,973 88	16 01	77	764 28	168 39	7 69	....	4 57	239 00	....	25 00

a Including commission on Box Rents. b Including $120 arrears salary. c Accounting from November 1, 1910. d Including 44 cents arrears forward.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Kerrwood	853 34	581	6,312 26	37 92	119	1,645 25	305 43	24 43	....	1 36	453 00	3 00	50 00
Keswick	468 73	723	7,539 21	43 94	181	1,823 80	316 20	30 73	....	1 19	208 00	26 00	22 00
Kettleby	164 82	448	9,457 83	43 08	139	1,427 66	193 38	19 31	35	3 55	146 00	3 00	13 00
Kilbride	191 89	86	2,006 46	9 47	64	460 32	180 74	4 08	....	2 99	90 00	....	6 00
Killaloe Station	1,129 30	1,087	15,983 51	83 78	366	7,980 00	964 11	47 14	18 35	9 74	540 00	34 00	50 00
Killarney	373 43	350	5,929 88	29 65	53	717 56	52 15	14 53	....	1 28	219 00	35 00	25 00
Kilsyth	203 52	70	2,220 60	9 47	65	878 43	133 00	3 45	....	4 36	111 80	....	13 00
Kimberly	295 58	339	4,717 78	24 93	83	1,552 10	136 61	14 39	....	3 36	129 00	....	13 00
Kinburn	704 40	379	7,300 27	34 57	160	2,760 80	234 03	16 76	....	10 26	375 00	60 00	44 00
Kincardine	5,128 53	2,874	22,615 59	158 95	1,469	18,422 84	2,648 01	129 65	4 53	13 02	*a*1'795 56	312 00	41 66
King	707 80	579	6,941 41	42 81	307	5,895 17	321 98	26 23	3 71	4 88	375 00	72 00	44 00
Kingsbridge	178 75	249	4,581 86	22 22	31	358 70	27 75	10 27	....	1 33	79 50	....	6 00
Kingsmill	206 47	207	1,347 46	10 47	18	205 04	45 09	8 46	....	0 71	118 00	14 00	13 00
Kingston	*49,301 82	....	....	....	....	....	....	....	....	....	....	....	....
*Divided as follows:—													
Head Office	44,877 02	7,474	75,785 86	552 43	18,310	257,853 64	41,123 24	....	....	*b*444 27	*c*	....	....
Sub-office No. 1	3,920 00	2,839	21,320 46	156 92	21	111 78	583 88	113 77	....	4 16	150 00	....	....
Sub-office No. 2	300 00	135	1,111 67	7 10	4	53 00	0 50	5 44	....	0 71	150 00	....	....
Kingston Station	204 80	....	....	....	....	....	....	....	....	....	98 87	....	11 38
Kingsville	3,096 09	3,689	35,572 00	220 46	978	12,033 41	1,511 62	157 34	6 45	3 41	1,142 00	....	175 00
Kinmount	1,086 64	1,529	16,729 99	97 55	415	6,289 24	839 22	65 31	28 65	6 29	540 00	22 00	50 00
Kintore	369 21	710	7,580 64	45 88	79	805 35	274 93	29 19	....	1 71	192 00	....	19 00
Kippen	294 29	475	6,264 91	33 88	85	1,098 31	159 82	19 85	1 16	1 49	162 00	55 00	19 00
Kirkfield	851 35	1,050	13,007 01	79 03	212	3,296 30	393 38	44 12	11 55	4 00	410 00	3 00	47 00
Kirkton	870 33	589	6,315 37	38 76	172	1,758 05	185 39	25 28	....	1 94	464 00	....	50 00
Kleinburg	226 88	349	4,287 69	23 83	89	1,104 71	117 06	14 85	4 53	0 85	128 00	....	13 00
d Klock	201 51	47	1,171 19	5 34	1	40 00	27 66	1 89	....	70	50 00	....	6 00
Komoka	440 21	366	5,738 75	34 06	118	1,844 65	191 60	15 82	86	2 57	205 00	6 00	25 00
Lakefield	2,477 63	1,632	20,560 22	129 50	517	9,332 53	1,648 40	70 45	13 88	20 68	1,030 00	306 00	150 00
Lakeport	262 43	307	2,158 02	15 65	89	1,674 13	174 04	13 17	....	1 86	138 00	....	13 00
L'Amable	214 70	26	580 82	2 79	28	485 28	81 55	1 32	....	3 50	108 00	....	13 00
Lambeth	456 11	356	3,638 23	23 12	213	2,059 30	290 14	16 37	....	0 90	243 00	14 00	25 00
Lambton Mills	481 37	268	2,459 79	22 12	122	2,379 16	304 61	11 94	9 39	1 10	217 00	....	25 00

Lanark	1,888 73	1,776	18,216 82	108 83	505	6,590 97	1,188 34	76 09	7 28	6 88	759 00	95 00	100 00
Lancaster	1,711 33	999	16,019 11	82 41	580	15,8 6 52	829 43	45 76	6 64	29 38	710 00	145 00	100 00
Langton	4 6 04	916	13,615 17	69 21	132	1,380 11	162 34	37 96	....	2 86	234 00	5 00	25 00
Lansdowne	1,388 22	377	5,601 31	36 22	264	3,610 27	475 34	17 72	0 76	13 72	597 00	92 00	75 00
Larchwood	234 55	536	4,426 03	32 25	22	277 25	41 85	21 66	....	0 92	133 00	....	13 00
Larder Lake	208 62	151	3,064 41	16 39	21	512 75	93 97	6 28	....	1 83	185 00	....	19 00
Latchford	1,413 32	1,691	21,303 47	134 91	268	4,126 60	253 79	70 32	....	7 01	907 00	....	125 00
Laurel	258 88	201	4,479 38	21 03	81	1,288 35	140 91	8 85	....	6 51	127 00	16 00	13 00
La Vallee	338 10	390	5,494 81	35 12	88	1,561 70	108 12	16 48	0 16	3 74	207 00	....	19 00
d Lavant Station	186 05	86	1,295 19	8 56	6	69 60	103 02	3 50	....	0 80	108 00	22 00	13 00
Leamington	5,540 75	4,981	48,349 97	304 26	1,332	19,95 00	1,881 45	212 56	2 85	16 52	1,891 00	126 00	275 00
Lefaivre	255 40	449	12,237 30	52 17	93	1,905 00	201 47	18 89	17 34	5 87	125 00	8 00	13 00
Lefroy	529 85	415	4,337 38	26 18	219	2,977 60	378 00	18 79	....	3 39	288 00	....	31 00
Lieury	87 69	195	2,848 63	15 18	26	234 13	37 00	8 06	....	0 87	44 00	....	....
Lindsay	16,045 88	3,094	37,331 79	235 28	5,781	86,431 39	10,443 87	....	....	....	5,137 32	....	....
Linwood	784 24	850	7,176 36	47 28	193	3,052 21	463 84	35 93	....	4 10	430 00	....	50 00
Lion's Head	873 03	1,191	12,160 68	73 57	218	3,831 67	706 69	49 82	....	4 35	502 00	62 00	50 00
Listowel	6,010 23	4,420	31,995 97	229 01	1,914	24,1 5 57	3,173 12	196 24	2 83	7 48	2,057 00	75 00	325 00
Little Britain	661 05	213	5,088 65	23 71	223	2,721 08	459 89	10 75	0 68	19 63	338 00	22 00	38 00
Little Current	2,617 25	4,206	69,712 23	436 31	560	7,642 44	526 05	173 84	26 29	5 94	950 00	88 00	125 00
Lloydtown	115 65	97	808 61	5 52	41	386 16	73 55	4 29	....	2 19	94 00	4 00	6 00
Lochiel	241 39	135	1,977 15	11 50	26	562 45	219 31	5 66	....	2 99	127 00	....	13 00
Lochlin	160 98	261	3,475 45	19 65	55	843 73	66 97	10 99	....	2 38	94 00	....	6 00
Locust Hill	192 80	90	1,215 73	9 12	22	227 30	96 75	3 82	....	1 44	98 00	....	6 00
c Lombardy	317 81	10	337 10	1 53	4	34 25	35 47	0 44	....	0 70	120 00	....	9 50
Londesborough	415 03	746	9,162 18	50 31	208	2,033 01	177 08	31 92	....	1 06	248 50	....	25 00
London	*155,097 30	....	....	....	....	....	....	....	....	....	....	....	....
* Divided as follows:													
Head Office	133,887 92	11,107	127,559 59	955 33	64,501	691,900 35	104,896 36	....	....	*b*790 09	*c*	....	....
Sub-office No. 1	186 00	140	873 45	8 07	10	88 38	21 00	5 70	....	0 74	100 00	....	....
Sub-office No. 2	415 00	273	1,414 90	12 58	20	86 49	37 37	11 12	....	2 44	100 00	....	....
Sub-office No. 3	2,444 50	602	4,774 86	36 15	43	354 65	153 41	24 51	1 36	2 35	150 00	....	....
f Sub-office No. 4	3,688 00	311	3,597 40	27 88	12	115 42	33 30	12 56	1 98	3 73	91 66	....	....
Ealing	1,390 00	1,165	8,172 33	76 93	156	1,738 73	368 00	48 16	6 95	4 68	100 00	....	....
London East	8,482 00	3,626	29,048 76	239 18	323	3,192 75	1,436 33	148 27	30 15	5 52	250 00	....	....
London South	1,437 00	928	6,931 88	53 03	164	2,319 89	597 90	38 76	1 23	1 29	100 00	....	....
London West	523 88	188	1,036 46	9 86	105	740 61	112 22	8 57	03	2 31	100 00	....	....
St. James Park	2,551 00	322	3,243 38	21 66	24	198 02	56 66	13 12	....	2 49	150 00	....	....
Tamblings Corners	92 00	....	....	....	....	....	....	....	....	....	80 01	....	....
London Junction	1,430 74	348	4,189 87	31 87	55	789 92	139 38	14 47	7 66	2 30	620 00	....	75 00
Longford Mills	657 49	857	12,303 46	77 79	204	2,081 85	217 58	36 32	....	5 47	310 00	....	34 50
Longtinville	119 31	98	4,735 49	17 35	9	232 00	39 55	4 01	....	47	73 00	....	6 00
L'Orignal	1,382 92	1,393	15,070 51	88 62	479	9,385 80	959 71	60 51	4 99	6 79	613 00	14 00	75 00
Loring	357 03	338	5,118 46	27 52	59	1,475 13	100 65	11 11	7 80	3 85	244 00	3 00	25 00
Lorneville	361 93	153	3,957 03	18 02	104	1,666 59	104 68	7 16	....	6 25	176 00	....	19 00
Lucan	2,054 94	1,803	13,206 89	93 48	587	7,227 82	1,010 73	77 99	89	3 57	804 00	28 00	125 00
Lucknow	3,375 13	1,646	16,355 61	102 43	939	12,011 99	1,209 20	75 23	6 25	14 63	1,240 00	184 00	175 00

a Including commission on box rents. *b* Commission on non-accounting offices, etc. *c* For salary, etc., see Auditor General's Report. *d* Accounting from November 1, 1910. *e* Accounting from Feb. 1, 1911. *f* Accounting from July 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lunenburg	327 87	342	3,244 45	20 87	188	2,721 50	306 90	15 56	....	3 31	152 50	....	16 00
Lyn	915 42	529	8,751 19	43 17	250	3,922 22	452 59	23 66	6 50	7 43	474 00	4 00	50 00
Lynden	702 27	527	8,385 64	43 98	259	3,218 61	351 69	23 67	....	4 13	314 00	30 00	38 00
Lyndhurst	549 02	1,151	13,274 89	75 47	154	1,933 74	348 18	47 58	....	4 00	281 00	22 00	31 00
Lynedoch	326 22	391	4,256 97	25 71	140	1,465 40	283 57	17 04	....	5 58	179 00	....	19 00
McCrimmon	156 01	119	2,568 13	12 36	26	447 55	43 95	5 02	....	2 73	77 00	....	6 00
McDonald's Corners	284 66	205	4,116 80	19 64	103	1,768 96	150 10	9 23	....	3 76	146 00	6 00	13 00
McDougall Chute	1,029 10	1,157	22,415 56	143 32	115	2,160 38	296 05	47 43	....	4 86	1,046 00	*a*40 19	150 00
McGregor	174 56	389	8,376 05	37 67	81	1,180 67	165 70	16 37	....	1 38	127 00	....	9 50
McIntyre	326 50	423	8,923 33	38 56	43	835 68	71 55	17 35	....	2 45	171 00	2 25	17 50
McKellar	336 68	333	4,855 76	25 17	80	1,011 46	97 92	14 12	....	4 29	182 00	....	19 00
McLaren's Depot	55 53	87	1,069 51	6 21	22	315 48	83 81	3 70	....	1 01	35 00	....	....
Maberley	504 79	22	573 51	2 74	98	1,478 35	154 05	1 86	....	7 07	250 00	10 00	25 00
MacLennan	312 97	609	7,245 25	41 53	100	1,239 65	166 18	25 36	....	3 58	180 00	6 00	19 00
Madawaska	642 60	619	8,271 07	55 26	77	819 87	171 52	25 53	10 29	11 16	337 00	7 00	38 00
Madoc	3,300 67	2,790	24,335 72	159 79	940	15,997 60	3,067 9[illegible]	121 00	3 38	10 28	1,200 00	90 00	175 00
Magnetawan	842 42	1,476	16,734 76	98 26	244	5,885 58	345 02	61 48	13 91	8 71	450 00	28 00	50 00
Maitland	228 28	129	3,630 88	15 34	169	2,402 21	327 68	6 85	....	2 71	120 00	....	13 00
Malakoff	139 87	137	1,760 20	9 61	13	151 96	42 75	5 61	....	1 39	78 50	....	6 00
Mallorytown	539 82	519	6,781 04	37 69	151	2,111 75	252 45	22 27	14	4 75	286 00	172 00	31 00
Mandamin	352 26	271	3,453 45	18 63	63	693 82	47 03	11 47	....	2 20	157 00	....	19 00
Manilla	311 36	422	5,276 68	29 12	89	1,804 93	380 58	17 77	....	2 28	152 50	....	16 00
Manitowaning	883 47	1,799	29,929 33	146 86	447	7,168 02	589 87	76 43	15 17	9 74	525 00	175 00	50 00
Manotick	861 96	431	6,448 00	33 49	457	4,932 00	719 39	22 81	4 47	6 14	405 00	5 00	50 00
Mansfield	318 29	45	1,864 11	7 42	122	1,593 58	174 11	3 02	....	3 85	160 00	....	19 00
Maple	766 20	350	4,961 02	28 95	135	3,037 29	346 57	15 35	3 52	3 89	406 00	32 00	50 00
Maple Valley	137 68	112	1,337 67	7 47	25	496 99	117 15	4 73	....	1 03	113 00	....	13 00
Markdale	2,833 30	2,317	25,427 52	148 64	1,012	15,160 87	2,074 68	102 80	4 68	20 19	1,012 00	52 00	150 00
Markham	2,682 04	1,958	13,411 76	101 54	769	10,012 33	1,214 40	86 01	0 57	3 67	966 00	145 00	10 41
Markstay	516 67	416	4,565 17	32 49	59	1,015 44	53 60	17 23	....	0 70	265 00	....	28 00
Marksville	379 34	929	9,678 47	58 48	140	2,366 35	198 67	38 56	....	2 76	219 00	24 00	25 00
Marlbank	700 72	870	13,452 65	70 30	183	2,085 94	157 47	36 63	16 88	0 76	369 00	5 00	41 00
Marmora	1,917 31	1,485	22,471 50	116 52	580	7,795 79	1,239 48	65 20	5 70	22 78	757 00	5 00	100 00

Marshville	503 35	282	5,215 60	26 72	111	1,708 69	625 45	12 39	....	14 21	239 00	....	25 00
Marsville	86 72	179	2,569 59	13 24	71	731 64	51 21	7 87	....	1 61	49 00	....	....
Martintown	783 49	1,007	11,458 44	66 81	205	4,620 35	282 46	42 33	1 70	7 49	393 00	....	44 00
Maryville	203 47	257	3,976 06	19 80	62	874 43	53 15	10 90	....	1 39	113 00	40 00	13 00
Massey Stn	2,758 98	2,373	47,870 79	261 05	461	10,228 17	762 95	99 56	6 19	33 57	970 00	12 00	150 00
Mattawa	2,644 95	2,078	27,654 98	169 12	666	11,204 14	735 22	89 78	10 29	14 10	1,019 00	163 76	150 00
Maxville	1,900 53	1,741	21,632 18	120 54	567	7,730 85	975 02	75 31	9 21	11 36	782 00	196 00	100 00
Maxwell	328 27	449	11,896 46	51 44	99	1,310 37	319 47	18 95	....	7 87	159 00	4 00	19 00
Maynooth	867 55	645	11,931 29	76 21	228	4,005 98	238 63	28 08	2 98	7 05	399 00	12 00	47 00
Meadowvale	248 71	237	2,762 73	16 80	73	980 77	122 47	10 21	....	1 95	127 00	....	13 00
Meaford	7,051 27	3,441	33,502 13	221 98	1,762	24,225 47	3,070 35	155 26	7 75	27 47	2,269 00	145 00	350 00
Melbourne	876 02	925	7,991 65	54 58	342	4,353 83	448 56	40 42	0 32	1 46	463 00	30 00	50 00
Merlin	1,194 43	942	11,671 45	66 98	242	2,778 81	715 80	40 10	1 92	10 90	557 00	20 00	50 00
Merrickville	2,487 41	1,487	15,181 90	93 11	1,150	18,572 06	1,686 79	70 98	10 10	13 37	939 00	64 00	125 00
Merritton	2,524 71	1,833	17,918 02	120 60	433	4,060 94	394 85	77 65	23 85	1 08	869 00	....	125 00
Metcalfe	902 27	283	5,082 14	24 69	185	2,802 61	468 06	13 17	2 90	7 85	431 00	4 00	50 00
Middleville	233 75	501	4,594 88	28 55	66	986 27	71 24	20 70	3 38	1 72	116 00	4 00	13 00
Midland	9,115 33	4,922	73,841 39	522 61	1,875	29,023 99	3,207 98	215 63	57 16	15 73	2,956 00	88 00	475 00
Milberta	175 12	344	5,408 64	27 44	31	611 21	122 83	14 07	....	2 70	103 00	4 00	13 00
Mildmay	1,500 69	1.717	16,059 01	101 28	488	6,117 76	501 06	73 56	11 75	2 63	639 00	12 00	75 00
Milford Haven	69 81	15	227 90	1 24	3	15 54	3 00	0 63	....	1 12	37 50	....	....
Millbank	729 68	736	8,142 70	18 78	201	1,921 45	362 50	31 45	7 59	6 40	355 00	....	44 00
Millbrook	1.894 90	1,375	9,510 78	70 14	578	9,746 72	1,201 05	60 78	21 27	4 42	810 00	138 00	100 00
Mille Roches	1,143 00	827	7,983 42	51 90	411	4,561 10	485 38	37 19	3 10	5 56	515 00	6 00	50 00
Milton West	4,520 23	3,597	33,312 58	216 12	1,071	13,401 58	1,801 00	154 59	18 52	8 64	1,551 00	80 00	225 00
Milverton	2,212 08	1,032	9,436 15	62 53	533	10,129 79	693 46	46 61	3 04	7 36	804 00	9 50	125 00
Mimico	1,780 34	1,164	20,230 50	172 78	307	5,604 36	422 35	49 61	13 39	5 38	684 00	....	75 00
Mindemoya	318 74	68	1,679 49	6 91	25	332 01	183 46	2 97	....	3 02	150 50	....	16 00
Minden	1,006 18	1,069	12,844 83	73 97	358	5,165 02	899 88	46 34	47 16	5 62	478 00	60 00	50 00
Minesing	325 57	682	12,366 72	59 65	327	3,847 90	446 78	30 55	1 24	1 23	161 00	18 00	19 00
Missanabie	959 91	465	15,890 22	122 40	41	516 91	10 00	18 91	....	0 15	145 00	....	13 00
Mitchell	4,207 19	2,700	25,526 88	158 33	1,256	17,318 69	1,246 89	120 56	13 33	6 64	1,454 00	162 00	225 00
Mohawk	303 92	487	3,809 57	18 25	141	1,609 63	282 36	8 89	....	4 83	176 00	....	19 00
Molesworth	255 90	348	3,281 79	19 69	88	1,821 52	48 49	13 60	....	1 68	125 00	....	13 00
Monckland Stn	666 55	764	11,626 98	73 62	101	1,315 53	76 02	31 57	....	3 00	280 00	c23 32	31 00
b Mond	348 32	498	4,502 81	23 48	2	85 00	16 50	7 94	....	1 62	103 00	....	13 00
Monkton	835 52	1,294	15,753 09	87 66	289	3,046 04	423 18	51 65	....	2 84	405 00	18 00	50 00
Mono Mills	214 92	311	4,936 41	25 63	160	1,536 58	154 32	14 04	....	3 58	112 50	....	13 00
Mono Road Stn	399 99	329	3,976 95	23 28	95	831 51	136 85	14 11	....	4 14	208 00	4 00	25 00
Monticello	94 99	342	5,816 49	28 98	41	205 60	19 00	13 79	....	0 83	59 00	....	6 00
Montreal River	353 11	375	6,897 27	37 83	31	898 85	57 20	15 31	....	1 64	437 00	....	50 00
Moorefield	902 34	735	7,674 30	46 52	445	4,897 93	649 15	33 55	0 95	6 72	458 00	44 00	50 00
Mooretown	336 66	313	3,674 43	20 91	118	1,891 13	88 22	13 70	2 62	2 65	197 00	3 00	19 00
Moose Creek	777 93	1,359	19,182 02	102 41	297	4,997 24	488 74	57 33	....	8 24	429 00	24 00	50 00
Morewood	498 61	722	13.045 11	63 52	125	2,496 72	237 40	30 13	....	3 84	252 00	....	28 00
Morpeth	370 80	667	7,027 70	41 35	171	1,919 99	216 97	28 39	....	2 27	208 00	....	19 00
Morrisburg	4,451 13	4,523	31,170 92	234 11	1,554	28,202 99	2,314 93	196 46	17 31	11 90	1,552 00	214 00	225 00
Morriston	311 08	588	8,522 92	44 55	171	2,422 92	195 82	25 23	....	0 71	155 00	....	19 00
Morton	213 40	439	5,451 80	30 32	37	529 75	43 38	17 93	....	1 56	113 00	18 00	13 00

a Including $5.19 arrears forward.

b Accounting from December 1, 1910.

c Including $3.32 arrears forward

APPENDIX C—*Continued.*

STATEMENT Showing the Accounting Offices in operation, &c-, in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Moscow	317 29	279	3,971 78	21 08	101	1,404 76	282 43	12 17	....	2 65	152 00	....	19 00
Moulinette	428 03	337	4,094 35	23 89	110	2,031 53	171 89	14 58	....	5 29	215 00	....	25 00
Mountain	604 40	819	9,481 85	58 12	112	1,582 38	201 33	33 88	....	1 94	371 50	108 00	44 00
Mountain Grove	319 67	200	2,746 20	14 93	89	1,545 31	152 62	8 89	....	5 62	147 00	18 00	13 00
Mount Albert	1,079 32	826	10,171 01	57 61	315	4,316 04	548 29	36 19	2 29	15 82	530 00	6 00	50 00
Mount Brydges	1,066 65	590	9,120 00	49 26	348	3,532 53	483 45	27 08	0 64	8 34	513 00	28 00	50 00
Mount Elgin	346 68	465	5,625 15	33 34	95	809 07	291 30	19 55	....	2 75	188 00	....	19 00
Mount Forest	4,951 85	2,530	21.892 42	145 71	1,693	24,805 40	3,026 82	118 13	13 29	25 92	1,717 00	96 00	250 00
Mount Joy	334 49	321	2,251 35	16 05	49	624 76	97 96	13 33	....	1 14	138 00	....	13 00
Mount Pleasant	122 27	44	812 67	4 08	28	329 25	97 19	2 04	....	2 72	79 00	....	6 00
Mowat	327 42	105	1,531 07	8 88	16	306 08	23 80	4 36	....	1 48	103 00	....	13 00
Muncey	264 50	336	2,818 40	20 91	85	603 40	96 65	14 29	....	0 93	135 00	....	13 00
Murillo	305 38	581	5,998 35	36 61	71	1,614 50	124 91	23 95	....	1 96	187 42	....	19 00
*b*Muskoka Station	363 20	238	4,071 34	26 65	6	74 42	76 60	9 58	....	1 55	170 50	....	22 00
Nairn Centre	1,203 75	1,205	13,057 11	85 00	95	1,312 73	88 26	49 15	1 31	2 03	520 00	....	50 00
Nanticoke	282 10	374	5,523 90	30 06	100	1,253 30	219 72	15 96	....	4 23	162 00	....	19 00
Napanee	8,859 51	2,922	26,689 27	172 09	4,626	53,324 10	7,567 65	163 14	25 49	11 91	*a*3,100 00	496 00	....
Napier	204 78	233	3,691 48	19 29	39	466 67	66 25	9 71	....	0 97	96 00	5 00	6 00
Nassagaweya	312 80	336	4,476 83	23 75	82	1,506 43	161 15	14 26	0 26	0 97	167 00	....	19 00
Navan	308 29	274	9,643 31	38 17	65	1,767 20	134 29	11 61	....	5 29	141 00	5 00	13 00
*c*Nelles Corners	152 87	31	1,587 65	5 71	9	68 00	25 02	1 33	....	0 44	124 00	50 00	9 50
*d*Nelson	156 58	107	1,669 58	9 57	4	44 05	101 46	4 32	....	1 37	77 00	....	6 00
Nepigon	1,803 70	1,841	43,407 70	355 93	169	5,505 54	218 26	75 33	....	4 22	790 00	....	100 00
Nesterville	603 78	780	13,040 67	72 61	48	768 51	39 70	31 68	....	3 79	194 00	....	19 00
Nestleton	182 39	101	1,468 90	7 70	127	1,027 10	416 07	5 31	....	1 46	96 00	....	6 00
Neustadt	890 00	870	6,716 60	44 56	225	2,466 10	223 80	57 05	3 98	2 16	452 00	7 00	50 00
Newboro	1,110 27	1,139	16,202 00	83 06	291	2,914 45	571 83	48 47	6 39	2 81	567 00	30 00	50 00
Newburgh	968 71	895	7,360 71	49 61	420	4,363 12	907 70	40 00	3 18	6 57	527 00	18 00	50 00
Newbury	725 95	1,439	18,095 67	99 93	206	2,727 44	322 28	59 62	6 38	3 07	368 00	8 00	44 00
Newcastle	1,380 60	1,452	11,048 75	78 92	316	3,266 60	556 39	61 24	0 67	6 67	624 00	90 00	75 00
New Dundee	708 89	810	6,686 50	45 35	160	2,817 47	231 14	34 00	0 30	4 11	331 00	....	38 00
New Durham	321 53	522	6,336 35	35 44	68	614 05	222 51	21 56	....	2 09	164 00	....	13 00
New Germany	155 39	238	4,589 71	21 80	95	1,419 02	60 89	10 47	....	0 98	81 00	....	6 00

New Hamburg	3,345 93	2,824	20,870 14	149 13	558	8,356 07	1,086 19	118 54	7 60	10 18	1,277 00	34 00	175 00
Newington	677 19	556	7,609 88	40 91	219	3,357 23	339 58	24 43	....	10 16	400 00	......	50 00
New Liskeard	7,028 59	4,430	60,808 41	362 78	1,656	26,950 00	2,739 99	193 76	7 09	41 17	2,310 00	225 00	375 00
New Lowell	598 47	516	7,868 42	41 21	281	3,326 87	334 09	23 45	....	4 59	310 00	....	38 00
Newmarket	6,666 95	4,027	31,851 25	242 26	1,722	19,914 18	2,162 24	178 30	21 14	5 36	2,026 00	198 00	325 00
Newton	419 84	528	7,519 42	41 67	106	1,563 10	308 49	22 18	5 56	1 83	214 00	66 00	25 00
Newton Brook	236 68	99	977 74	6 39	46	725 06	125 41	4 42	....	0 30	130 00	....	13 00
New Toronto	1,215 60	961	11,011 04	85 49	118	1,658 18	58 35	39 62	10 64	0 65	527 00	....	50 00
Niagara Falls	19,684 50	4,986	54,383 22	398 45	4,997	53,516 57	5,393 50	....	....	....	5,350 61	....	....
Niagara Falls Centre	3,139 94	1,885	18,052 10	137 48	317	4,512 85	304 90	78 57	....	3 19	1,201 00	....	175 00
Niagara Falls South	3,926 73	3,026	49,995 26	413 69	638	9,181 46	1,070 99	127 42	73 22	18 88	1,234 00	....	175 00
Niagara on the Lake	3043 69	1,782	17,979 19	115 57	811	9,921 91	1,258 30	79 39	18 30	8 29	1,204 00	10 00	175 00
Nipissing	313 17	273	4,059 64	22 16	72	1,015 93	163 85	11 64	....	5 15	205 00	18 00	25 00
Nobleton	583 70	632	12,570 34	58 32	58	764 58	60 77	25 86	10 26	1 18	281 67	....	31 00
Norland	287 09	579	10,870 64	52 01	91	1,110 30	135 75	21 07	....	3 93	138 00	....	13 00
Norman	325 46	1,063	12,164 83	82 48	73	1,543 56	50 07	43 25	....	1 68	193 00	....	22 00
North Augusta	614 20	558	6,872 07	37 84	300	5.192 68	609 27	25 32	1 33	4 25	357 00	6 00	41 00
North Bay	18,545 05	9,062	148,529 95	1,164 02	4,657	66,808 70	7,089 80	409 05	72 37	58 46	*a* 4,959 50	125 00	....
g North Cobalt	985 58	516	8,196 85	45 39	118	2,119 44	211 50	21 82	....	9 69	*c* 511 00	....	*f* 56 00
Northfield Station	135 34	162	2.979 90	14 41	19	171 56	65 60	6 67	....	2 37	73 00	....	6 00
North Gower	831 98	862	9,132 98	56 17	147	1,953 64	289 99	35 95	6 37	5 91	429 00	24 00	50 00
North Lancaster	292 29	522	11,219 78	51 40	67	1,310 88	160 00	21 55	....	4 79	184 00	....	19 00
Northport	149 17	242	4,074 21	19 66	105	768 49	105 50	10 73	....	1 24	85 00	....	6 00
Northwood	175 64	166	1,175 85	8 08	17	250 77	161 71	6 81	....	1 21	102 00	....	9 50
Norval	438 12	591	5,068 99	37 38	141	2,191 46	135 52	25 05	....	3 36	268 00	....	31 00
Norwich	3,724 27	2,399	20,014 47	141 26	1,131	11,876 83	2,079 86	107 27	2 48	14 32	1,305 00	....	200 00
Norwood	2,375 54	1,695	17,614 31	108 98	663	8,887 56	1,483 76	74 43	9 31	8 49	977 00	40 00	137 50
Nottawa	229 75	387	3,497 69	22 43	117	1,747 99	238 52	16 65	....	1 63	130 00	12 00	13 00
Novar	462 11	656	9,371 30	52 25	156	1,783 43	329 51	27 80	....	5 50	251 50	6 00	28 00
Oakland	164 75	218	3,326 87	17 11	132	772 56	178 02	10 04	....	1 83	107 50	12 00	9 50
Oakville	4,836 21	3,059	28,579 80	217 30	925	13,599 80	1,258 19	131 61	15 84	9 48	1,568 00	44 00	225 00
Oakwood	842 28	481	7,222 77	38 62	236	2,119 00	477 42	21 60	....	7 37	441 00	....	50 00
Odessa	923 67	1,161	10,933 63	67 27	369	4,514 36	647 23	50 13	12 80	2 59	459 66	14 00	50 00
Ohsweken	164 11	199	2,537 95	14 11	26	231 88	205 12	8 22	....	2 11	82 00	3 00	6 00
Oil City	195 51	373	3,219 40	21 71	100	635 37	147 14	15 92	....	0 40	102 00	....	9 50
Oil Springs	1,523 81	1,862	23,792 66	132 76	578	8,552 25	679 61	80 26	3 55	9 08	664 00	11 00	75 00
Olinda	148 06	260	3,236 43	17 56	48	429 90	26 95	10 88	....	0 42	89 00	....	6 00
Omagh	202 16	272	2,658 80	17 24	7	43 05	22 25	10 95	....	0 70	125 00	....	13 00
Omemee	1,328 33	1,740	19,435 64	110 41	294	3.861 17	631 18	72 54	31 97	2 77	606 00	18 00	75 00
Onondaga	239 20	263	3,818 80	19 95	55	701 35	26 85	11 07	....	1 96	111 00	....	13 00
Orangeville	6,128 07	2,171	21,727 80	141 15	2,254	29,901 54	4,327 25	109 38	6 95	17 43	*a* 2,126 00	94 00	....
Orchard	89 41	76	1,800 15	7 86	25	597 41	87 93	3 29	....	2 01	47 00	....	....
Orillia	19,784 38	5,823	74,837 98	492 71	5,517	75,249 59	9,876 12	288 09	69 37	42 25	*a* 5,118 50	214 00	....
Ormond	173 36	60	1,412 98	6 78	13	169 34	34 08	2 53	....	4 66	102 50	....	9 50
Orono	1,385 90	2,081	19,421 58	135 09	505	4,695 26	859 65	88 29	12 71	4 02	569 00	....	75 00
Orrville	299 61	642	5,230 46	36 66	72	935 96	158 83	26 40	2 98	1 30	155 00	24 00	19 00
Orton	270 00	192	2,633 83	14 76	100	1,271 69	95 75	8 68	....	3 76	130 00	12 00	13 00
Orwell	117 44	123	1,914 89	9 48	37	432 78	32 70	5 29	....	1 17	68 00	....	6 00

a Including commission on box rents. *b* Accounting from November 1, 1910. *c* Non-Accounting from August 1, 1910. *d* Accounting from May 1, 1910.
Including $36 arrears salary. *f* Including $6 arrears rents. *g* Non accounting from September 10, 1910 till February 1, 1911.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Osceola	285 97	105	1,872 76	9 44	49	963 32	88 01	4 69	20	2 04	172 00	30 00	19 00
Osgoode Station	549 32	390	3,453 46	23 70	111	1,471 94	163 17	16 71		1 51	256 00	28 00	31 00
Oshawa	15,908 93	7,531	71,054 02	569 15	3,949	60,392 82	4,660 98	340 73	73 15	25 32	a4,245 00	77 00	
Osnabruck Centre	444 69	274	5,506 20	27 19	197	1,747 93	251 38	12 93		12 04	233 00	3 00	25 00
Ottawa	*214,570 27												
*Divided as follows:													
Head office	166,428 27	26,622	440,325 82	3,510 02	58,410	827,530 98	114,280 98			b 640 65	c		
Sub-office No. 3	1,054 00										100 00		
" No. 4	2,853 00	1,689	13,055 50	104 11	62	510 78	332 48	68 18		4 10	150 00		
" No. 5	818 00	450	4,522 03	33 60	3	8 44	45 25	18 03	8 57	5 70	100 00		
" No. 6	4,042 00	339	3,090 45	19 88	3	13 05	27 45	13 59		4 93	150 00		
" No. 10	3,844 00	361	3,599 25	22 78	20	159 00	64 55	14 64		3 82	100 00		
" No. 15	2,121 00										100 00		
" No. 17	809 00										100 00		
Bank Street	13,809 00	4,814	55,734 42	388 96	405	3,606 82	2,070 05	196 61	21 44	55 06	200 00		
Bank Street, South	1,887 00	1,529	14,065 02	97 66	47	650 79	390 84	61 63		4 94	100 00		
Bayswater	186 00										100 00		
Hintonburgh	1,299 00	812	4,087 35	40 81	61	719 98	548 12	33 09		79	100 00		
Le Breton Flats	3,394 00	1,827	15,640 46	118 08	9	54 68	194 10	73 17		1 43	150 00		
Mount Sherwood	1,013 00	410	2,818 67	21 88	5	17 00	11 55	16 45		0 33	150 00		
New Edinburgh	1,105 00	440	4,100 13	30 88	26	379 27	54 35	17 86	5 11	1 62	100 00		
Ottawa East	1,689 00	536	3,725 04	34 12	151	1,772 22	177 60	22 95		1 20	100 00		
Ottawa South	529 00	256	1,846 53	14 90	19	370 07	64 81	10 43		1 66	100 00		
Stewarton	7,690 00	2,890	26,348 78	210 93	71	725 21	877 57	116 31		21 43	200 00		
Otter Lake Station	189 41	113	2,077 04	10 96	6	171 96	62 40	4 58		2 79	104 00		13 00
Otterville	1,263 86	700	5,651 92	38 11	321	3,420 47	729 21	31 21	13	6 32	605 00		75 00
Owen Sound	24.469 12	3,628	55,190 31	338 66	7,850	112,551 65	13,855 29				6,948 54		
Oxdrift	221 88	60	914 71	6 67	28	608 09	30 01	2 68		1 40	112 00		13 00
Oxford Centre	118 68	107	1,894 28	10 25	8	233 00	57 60	4 36		2 32	54 00		3 00
Oxford Mills	252 55	462	4,552 43	27 68	87	1,227 20	240 04	19 35		1 09	150 00		13 00
Paisley	2,631 37	1,690	18,352 18	110 15	821	12,629 88	1,491 97	75 81	7 69	22 31	1,090 00	42 00	150 00
Pakenham	1,182 84	1,619	14,695 75	95 55	240	3,587 43	416 76	67 16	2 04	3 38	560 00	6 00	50 00
Palermo	347 85	478	7,402 93	39 81	102	1,510 01	195 41	20 14	1 56	2 29	182 00		19 00

Palgrave	363 50	583	5,536 60	35 25	87	809 81	157 31	21 19	0 83	2 52	166 00	3 00	19 00
Palmerston	3,363 47	3,002	21,573 26	157 14	1,279	12,868 47	1,131 01	132 87	2 66	4 08	1,364 50	10 00	212 50
Palmyra	265 39	412	8,642 79	42 68	51	751 61	74 70	17 02	....	3 89	155 00	....	13 00
Paris	9,285 08	3,796	32,221 46	267 33	2,038	21,388 52	2,585 11	172 22	30 59	14 30	*a*3,143 00	14 00	....
Paris Stn	1,472 36	938	8,064 43	53 25	125	1,309 51	226 05	38 77	6 10	1 16	665 00	24 00	87 50
Parkersville	64 48	83	533 41	4 31	4	35 22	15 95	3 36	....	0 61	37 00	....	....
Park Hill	3,699 06	2,889	26,946 67	168 17	1,338	16,988 15	1,778 93	128 94	3 19	8 03	1,220 00	216 00	145 83
Parry Harbour	657 23	975	10,784 82	69 67	139	1,804 82	225 01	40 39	0 79	1 19	145 00	7 00	47 00
Parry Sound	6,951 36	8,075	112,658 73	783 13	2,105	29,164 21	1,116 87	344 05	75 18	11 70	2,480 00	330 00	375 00
Peabody	42 64	90	1,660 58	7 70	7	36 86	0 85	3 67	....	0 61	35 80	....	....
Pearson	127 97	67	2,392 83	9 38	24	310 75	208 11	2 92	....	2 61	59 00	....	6 00
Pefferlaw	372 10	228	2,851 36	16 07	100	1,238 06	200 87	10 12	....	4 01	215 00	20 00	25 00
Peleo Island	287 18	1,184	26,599 81	119 67	149	3,497 41	163 62	48 85	3 51	0 94	128 50	5 00	13 00
Pembroke	15,429 70	5,990	56,275 99	361 29	5,520	79,447 16	8,875 30	254 80	96 59	19 06	*a*4,314 00	356 67	....
Pendleton	325 57	559	9,485 22	47 93	87	1,774 17	179 66	23 23	34 58	6 74	167 00	10 00	19 00
Penetanguishene	4,534 49	3,692	39,495 00	250 85	1,410	22,878 27	2,410 02	161 78	42 01	23 23	1,619 00	45 00	250 00
Perth	10,888 75	3,871	35,822 59	238 87	3,707	41,231 72	7,043 05	191 91	18 70	20 10	2,670 00	400 00	600 00
Petewawa	498 70	385	4,583 30	28 66	25	249 81	133 65	15 65	....	0 62	215 00	....	25 00
Peterboro	42,902 61	6,645	88,362 53	708 72	10,612	160,477 98	18,282 02	....	....	....	*c d* 25 67	....	....
Petrolia	8,190 96	6,180	59,888 97	371 77	2,607	35,580 41	2,827 19	273 27	64 35	15 08	*a* 2,834 50	50 00	....
Phelpston	437 07	281	3,772 16	20 07	100	1,475 97	180 77	12 24	1 00	2 96	193 00	42 00	19 00
Philipsville	327 20	428	4,071 12	24 97	115	1,659 85	151 12	18 27	....	1 54	186 00	....	19 00
Phillipsburg West	199 02	214	3,050 98	17 91	55	1,093 25	142 59	9 11	....	1 73	113 00	....	13 00
Pickering	1,169 35	1,249	12,599 51	77 91	495	6,180 11	145 44	51 91	1 81	2 99	570 60	....	50 00
Picton	8,791 57	3,257	33,600 92	212 48	2,461	28,748 34	2,971 95	....	....	....	3,129 12	....	....
Pinewood	299 23	323	3,657 76	26 91	60	1,560 22	64 37	13 52	....	1 79	166 00	....	13 00
Pinkerton	388 06	82	1,742 19	8 15	100	1,151 87	111 40	4 28	....	4 31	212 00	12 00	19 00
Pittston	151 76	47	801 80	4 35	14	63 70	53 95	2 02	....	1 70	103 00	....	9 50
Plantaganet	1,084 70	1,045	17,030 89	85 40	513	12,871 65	921 35	46 93	11 53	7 96	519 00	20 00	50 00
Plattsville	1,245 48	1,669	15,015 69	96 62	278	4,390 13	888 59	69 54	7 34	5 55	594 00	....	75 00
Plevna	181 94	196	3,490 45	17 46	24	590 05	73 13	8 08	4 36	3 23	122 00	24 00	13 00
Point Anne	760 85	1,676	29,075 69	288 63	49	478 51	57 60	67 53	....	0 18	462 00	....	50 00
Point Edward	803 95	845	11,049 63	72 84	274	2,351 80	466 50	36 54	....	2 23	356 00	....	44 00
Pontypool	575 26	803	7,270 52	47 17	289	4,131 59	504 38	35 01	....	0 85	271 00	84 00	31 00
Porcupine	3,474 62	3,075	72,810 07	424 19	489	10,325 27	717 25	127 89	....	2 50	1,387 65	....	175 00
Port Arthur	27,833 72	13,233	330,087 59	2,772 06	4,350	62,953 27	4,906 97	....	....	....	7,450 23	....	....
Port Burwell	1,148 60	1,020	16,642 43	88 51	280	4,887 26	600 04	43 60	7 02	13 58	572 00	64 00	50 00
Port Carling	1,414 51	1,008	16,226 22	86 29	319	4,843 08	594 39	43 51	7 41	13 72	630 00	74 00	75 00
Port Colborne	4,011 78	3,090	47,190 92	279 69	783	10,627 01	792 16	131 43	40 94	11 64	*a*1,413 00	20 00	....
Port Coldwell	186 52	273	8,702 60	87 68	22	531 05	22 65	11 14	....	....	87 00	....	6 00
Port Credit	1,441 27	1,256	23,299 19	189 35	286	3,711 57	644 83	53 10	35 81	2 40	628 00	....	75 00
Port Dalhousie	1,624 93	1,464	7,580 59	64 34	425	5,899 68	355 21	50 81	3 13	1 51	665 00	....	75 00
Port Dover	2,918 84	1,751	18,419 49	115 48	1,102	13,335 33	1,161 92	81 06	21 86	16 12	1,010 00	11 00	150 00
Port Elgin	3,092 72	1,927	16,745 09	108 73	953	12,278 23	1,812 42	86 61	8 51	12 09	1,176 00	120 00	150 00
Port Elmsley	139 44	176	1,511 49	11 29	14	117 98	25 10	7 18	....	0 92	102 50	....	9 50
Port Hope	12,120 82	4,722	53,761 61	408 56	2,247	32,141 29	3,853 67	211 35	22 92	25 11	*a*3,664 50	322 00	....
Port Lambton	556 36	582	11,893 81	54 76	235	4,842 82	213 14	25 63	....	2 66	249 00	....	25 00
Portland	618 13	559	6,437 80	38 97	125	1,903 23	205 40	23 61	....	4 92	288 00	24 00	31 00

a Including commission on box rents. *b* Commission to non-accounting offices, etc. *c* For salary, etc., see Auditor General's Report. *d* Including 25.67 arrears salary.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Port Perry	3,171 39	2,108	15,459 10	111 51	1,690	21,568 41	2,489 63	101 22	10 44	2 90	1,200 00	9 00	175 00
Port Robinson	938 22	938	9,112 91	55 11	175	3,648 26	233 42	39 27		0 78	467 00	6 00	50 00
Port Rowan	1,739 96	1,897	13,064 70	98 57	464	7,474 34	841 48	80 52	7 82	2 94	656 00	106 00	75 00
Port Ryerse	236 07	174	1,223 01	8 51	25	513 82	30 15	7 21		0 34	94 00		6 00
*b*Port Sandfield	263 04				24	378 57	119 19	0 27		0 10	151 50		16 00
Portsmouth	819 32	94	834 51	6 38	110	1,572 83	219 38	4 86	0 12	1 87	280 00		20 00
Port Stanley	1,704 35	989	10,593 65	65 85	344	5,356 84	795 66	43 00	13 83	5 82	760 00		100 00
Port Sydney	483 86	517	6,687 51	37 75	148	2,934 74	214 12	22 16	4 08	3 45	245 00		25 00
Powassan	1,928 79	2,235	22,335 80	143 49	503	6,454 03	781 34	94 43	1 74	11 45	776 00	92 00	100 00
Prescott	6,976 21	2,369	19,824 17	134 80	1,681	22,071 67	2,155 59	111 57	106 50	6 89	*a*2,663 50	650 00	
Preston	8,620 05	3,836	35,082 02	328 48	1,310	14.494 86	1,568 08	166 54	37 40	4 30	2,699 00	12 00	425 00
Priceville	548 51	1,050	15,689 36	80 65	189	3,254 34	422 09	43 89	1 10	1 79	286 00	11 00	31 00
Princeton	798 72	497	5,739 66	33 24	212	2,327 95	299 78	22 00	0 09	12 01	448 00		50 00
Proton Station	281 33	366	4,176 84	23 21	125	1,564 09	218 75	15 89		0 98	152 00	102 00	16 00
Providence Bay	353 12	733	10,501 80	54 97	78	1,781 37	231 75	30 10		2 05	205 00	5 00	22 00
*c*Pulp Siding	133 99	16	517 10	2 08				0 64		0 24	177 50		22 00
Puslinch	301 74	578	13,996 70	91 26	45	656 85	288 45	23 57	10 46	0 86	151 00	8 00	19 00
Queensborough	320 64	221	4,179 95	20 68	111	1,742 04	133 74	9 95		7 90	139 00		13 00
Queenston	482 51	579	5,896 87	52 02	140	1,574 14	284 81	24 56		2 37	260 00		31 00
Queensville	432 99	478	4,273 88	27 18	219	2,421 71	160 37	21 31		1 25	217 00	15 00	25 00
Railton	36 58	27	193 25	1 45	14	623 85	25 00	1 22		0 20	35 00		
Rainy River	3,923 71	5,014	76,382 23	539 61	651	11,089 57	640 13	207 07	2 35	11 45	1,266 00	3 00	175 00
*c*Rathburn	336 75	59	1,353 40	5 89	3	30 16	20 52	2 39			155 00		19 00
Ratho	87 94	139	2,376 76	11 40	32	401 35	61 50	5 88		1 21	48 00		
*d*Redickville	168 56	31	483 57	2 35			26 03	1 24		0 53	86 00	15 00	6 00
Rednersville	237 06	384	5,139 91	27 47	79	511 89	92 93	16 15		0 91	115 00		13 00
Renfrew	9,239 40	4,257	50,634 65	298 05	2,681	41,969 34	4,297 94	197 09	52 80	23 40	*ag*3,140 00	80 00	
Renwick	177 76	206	2,436 88	13 98	62	939 08	71 20	8 86		0 81	85 00		6 00
Riceville	278 89	296	5,974 49	27 89	49	653 24	128 65	12 33	10 46	3 20	183 00		19 00
Richards Ldg	759 45	1,903	23,138 82	130 75	387	4.998 62	467 16	79 99	5 93	5 21	378 00	16 00	44 00
Richmond (West)	765 77	557	7,630 81	41 61	127	2,325 29	565 48	23 55	1 18	5 75	394 00	42 33	44 00
Richmond Hill	1,223 71	588	5,622 21	36 96	354	5,397 24	611 84	27 06	2 49	3 74	575 00		75 00
Richwood	133 05	203	2,923 49	15 49	27	286 55	70 49	8 39		2 16	108 50		9 50

Rideau Ferry	213 00	111	2,027 38	10 16	21	452 14	60 70	4 65	....	3 22	118 50	....	9 50
Ridgetown	4,380 17	3,436	33,231 02	214 47	1,542	17,805 52	2,349 98	152 86	3 75	18 68	1,462 00	30 00	225 00
Ridgeville	3,195 20	263	3,087 64	19 92	1,102	17,056 00	2,041 98	21 54	....	1 75	612 00	....	75 00
Ridgeway	1,771 36	1,579	16,626 36	103 81	1,051	8,449 61	1,347 18	73 67	2 21	5 64	679 00	6 00	75 00
Ripley	1,616 32	1,017	6,848 16	54 25	374	5,033 67	372 29	44 42	6 17	3 95	684 00	30 00	75 00
Riversdale	235 00	214	4,096 37	19 31	74	1,313 09	59 24	9 30	....	2 23	103 00	....	13 00
Roche's Point	330 44	144	1,492 24	9 41	58	951 71	101 70	6 34	....	0 43	142 00	8 00	13 00
Rockingham	201 98	217	4,401 54	20 34	55	1,590 84	47 12	9 23	24 61	2 41	100 00	55 00	6 00
Rockland	1,837 77	2,401	32,783 11	170 17	706	10,041 87	1,047 24	103 10	20 09	3 76	755 00	....	100 00
e Rocklyn	303 88	31	513 25	2 62	13	221 46	75 81	1 37	....	1 50	151 00	5 00	19 00
Rockport	416 88	201	3,963 87	21 56	37	583 65	51 28	8 41	....	4 49	206 00	....	25 00
Rockton	329 46	258	4,897 74	22 81	57	566 70	96 26	10 89	....	0 39	203 00	55 00	19 00
Rockwood	1,265 64	1,038	9,072 12	60 23	456	4,437 09	972 90	46 08	3 90	8 01	591 00	....	75 00
Rodney	1,984 00	1,320	11,759 24	77 70	562	5,027 41	719 31	58 42	7 72	8 05	795 00	11 00	100 00
Rosemont	394 76	364	6,674 26	32 65	111	1,502 85	128 24	15 67	0 96	2 55	202 00	38 00	19 00
Roseneath	550 18	570	8,845 34	45 75	101	1,409 05	330 85	23 81	....	4 58	262 00	1 00	31 00
Roslin	202 30	271	4,848 89	23 86	19	167 94	96 84	11 03	....	3 01	102 50	3 00	9 50
Rosseau	1,149 36	1,040	15,921 26	85 36	238	4,553 79	504 11	43 98	12 11	12 71	550 00	40 00	50 00
Rossport	418 57	128	4,765 03	40 14	57	814 88	35 33	5 69	....	1 12	275 00	....	31 00
Rothsay	300 45	568	6,827 17	38 02	185	1,984 35	269 54	24 57	0 46	1 06	127 00	....	13 00
f Royal Muskoka	570 00	32	843 33	3 54	1	4 50	....	1 29	....	....	285 00	....	31 00
Ruscom Station	271 27	269	5,960 44	26 47	61	991 99	96 72	11 37	....	3 85	137 00	....	13 00
Russell	1,416 90	811	10,788 26	61 82	366	6,196 62	894 77	36 10	2 02	9 48	640 00	....	75 00
Rutherford	240 99	537	10,987 27	50 11	73	1,209 11	113 65	22 21	....	2 27	117 50	....	13 00
Rutherglen	321 89	272	3,873 05	22 46	106	2,168 41	257 35	11 94	....	4 29	169 00	5 00	19 00
Ruthven	394 06	499	8,610 98	42 54	426	4,964 67	473 32	24 22	3 10	3 45	191 00	20 00	19 00
St. Andrews (West)	217 42	217	3,043 84	16 64	19	352 00	71 36	8 87	....	2 25	131 00	....	13 00
St. Anne de Prescott	230 43	140	2,489 36	12 37	78	1,072 29	72 15	6 38	....	3 43	121 00	....	13 00
St. Ann's	199 21	166	4,283 28	19 50	59	927 39	148 80	7 23	....	6 93	103 00	90 00	13 00
St. Catharines	30,228 30	7,010	78,918 31	569 22	7,040	80,013 76	9,038 81	....	....	....	6,667 15	....	....
St. Charles	254 78	433	6,713 25	35 06	128	3,407 25	152 55	18 60	....	2 79	125 00	....	13 00
St. Clements	400 03	381	3,188 08	20 82	97	1,404 49	129 14	16 21	....	1 40	233 00	....	25 00
St. Columban	195 62	141	1,663 37	9 30	10	70 65	63 11	5 74	....	0 48	94 50	....	9 50
St. Davids	684 93	603	6,384 10	39 69	164	2,473 06	177 28	25 76	....	1 85	348 00	....	38 00
St. Eugene	639 25	916	8,355 83	52 83	264	5,081 08	215 46	39 28	....	2 88	309 00	....	38 00
St. George, Brant	2,031 00	1,479	15,469 29	92 85	1,388	10,070 67	3,291 83	73 04	1 98	6 18	786 00	....	100 00
St. Isidore de Prescott	484 39	146	6,193 52	23 63	154	5,313 72	62 35	7 38	....	4 13	267 00	12 00	31 00
St. Jacobs	769 70	1,015	8,539 55	55 50	107	1,526 88	188 28	41 67	1 77	2 78	407 00	8 00	50 00
St. Joachim, River Ruscom	176 81	439	6,824 40	35 23	47	770 84	47 38	18 03	....	2 21	83 00	....	6 00
St. Joseph	92 35	52	1,197 48	5 32	27	744 45	23 50	2 35	....	0 71	65 00	....	6 00
St. Mary's	9,285 04	3,260	25,620 47	190 91	2,267	27,407 29	3,258 97	153 07	8 08	4 30	*a*3,169 00	90 00	....
St. Thomas	29,215 50	7,739	81,424 54	596 33	8,308	90,428 36	11,068 15	....	....	....	6,686 29	....	....
St. Williams	706 25	686	8,487 05	46 85	145	2,038 27	311 57	28 89	....	6 14	306 50	....	34 50
Sandhill	152 61	138	2,002 95	10 03	40	397 44	54 64	5 92	....	0 62	65 00	....	6 00
Sand Point	296 16	378	4,798 44	28 94	38	778 97	42 23	15 50	....	2 47	163 50	2 00	19 00
Sandwich	1,541 08	814	6,887 04	51 15	718	5,384 73	665 32	39 94	2 06	1 13	*a*693 00	....	....

a Including commission on box rents. *b* Non-Accounting from December 1, 1910. *c* Accounting from November 1, 1910. *d* Accounting from February 1, 1910. *e* Accounting from Oct. 1, 1910. *f* Open from June 1 to Sept. 8, 1910. *g* Including $303 arrears box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sarnia	*22,817 59												
* Divided as follows:													
Head Office	21,567 14	4,412	63,041 28	385 30	7,673	132 238 40	9,017 94				5,546 96		
Tunnel	1,250 45	792	6,442 71	47 88	43	627 76	73 30	32 11		1 49	150 00		
Sarsfield	229 28	198	7,576 84	29 03	40	841 05	174 05	8 32		4 01	101 00	8 00	13 00
h Sault Ship Canal	615 69	27	345 28	2 10	1	9 00	10 00	1 09		0 63	100 00		
Sault Ste. Marie	22,751 47	15,688	401,635 84	3,045 57	4,915	79,802 32	6,094 10	676 67	274 19	42 56	*a*5,458 50	96 00	
Sault Ste. Marie West	2,025 83	2,632	40,331 41	233 99	211	3,701 02	310 30	107 39		7 61	603 00		75 00
Scarboro	149 50	155	2,011 84	11 65	90	887 77	44 75	7 10	0 84	0 93	86 00		6 00
Schomberg	1,232 62	1,405	19,744 82	111 49	310	3,721 31	710 72	59 30	7 48	10 42	581 50		75 00
Schreiber	1,563 68	5,108	86,514 70	572 12	229	3,250 46	256 58	206 61	70 64	4 73	704 50		100 00
Scotland	807 41	619	6,343 50	39 46	223	4,096 36	353 74	26 99	0 06	2 83	423 00		50 00
Seaforth	6,249 67	3,289	27,778 95	187 30	2,309	32,354 20	2,924 09	154 65	38 08	8 91	2,095 00	190 00	325 00
Seagrave	337 02	232	5,366 33	21 68	26	465 26	226 86	9 54		2 81	164 00		19 00
Searchmont	602 76	504	7,590 83	48 97	20	298 11	16 60	16 36		1 25	251 00		31 00
Sebringville	674 18	420	3,448 17	22 22	148	2,418 87	249 77	18 28		2 03	326 00	60 00	38 00
Seeley's Bay	662 44	852	12,213 38	64 51	218	3,378 01	429 15	36 26	0 01	4 44	325 00		38 00
Seguin Falls	193 27	256	3,407 53	20 13	36	496 54	29 25	10 60		1 11	90 00	8 00	6 00
Selkirk	1,107 84	1,421	15,638 46	91 15	358	3,179 62	694 10	60 42		6 96	551 00	8 00	50 00
d Sellwood	1,132 20	1,139	27,653 17	197 40	41	636 58	171 90	45 97		0 96	312 25		37 75
Severn Bridge	661 72	604	9,502 19	49 99	232	2,722 74	483 63	26 48		15 43	302 00	5 00	38 00
Shakespeare	588 07	741	6,156 76	42 81	181	3,248 60	383 59	31 45	1 86	1 33	308 00		31 00
Shallow Lake	559 73	1,214	18,070 83	110 10	154	1,735 28	377 75	50 10	16 63	2 34	325 00	5 00	31 00
Shanly	171 96	88	1,340 57	7 11	36	378 36	258 25	3 88		3 25	108 00		13 00
Shannonville	649 49	1,424	21,951 39	113 58	236	3,054 84	276 08	59 32	2 22	2 28	286 00	58 00	31 00
Sharbot Lake	844 75	387	5,773 82	31 09	146	2,459 25	354 29	16 94	5 05	10 57	444 00	12 00	50 00
Sharon	215 08	302	3,743 44	20 51	45	530 91	53 30	12 53		0 92	101 50	74 00	9 50
Shedden	584 22	192	2,392 20	13 42	184	2,045 02	251 26	9 52		3 18	262 00	5 00	31 00
Sheguindah	226 43	376	6,081 48	30 23	94	1,521 84	69 42	15 98		3 85	115 00	10 00	13 00
Shelburne	3,470 21	2,861	28,523 75	169 96	1,453	18,247 63	2,308 45	128 97	13 42	10 25	1,355 00	28 00	200 00
Sherkston	257 87	273	5,668 57	30 43	55	578 74	96 74	11 47		4 72	130 00		13 00
Shisler Point	293 16	376	7,851 83	49 70	20	249 36	40 95	19 24		0 46	165 00		16 00
e Silver Centre	467 11	186	5,129 08	23 36	10	301 20	14 00	7 54		0 70	*b*223 50		*c*25 50

f Silverdale	57 78	7	36 78	0 35	....	....	32 25	0 28	....	0 42	53 00	....	6 00
Simcoe	9,674 69	2,686	24,123 24	170 70	2,848	33,466 72	5,221 64	135 92	4 72	39 36	*ag*3,121 31	104 00	....
Singhampton	290 09	376	11,168 34	47 14	121	1,623 28	202 86	16 25	....	6 47	159 00	....	19 00
Smith's Falls	14,610 54	8,364	87,421 01	581 62	5,017	80,919 66	7,558 04	384 73	67 75	23 91	*a*4,378 00	106 00	....
Smithville	1,237 22	1,802	17,001 34	103 83	483	5,944 03	698 70	76 91	6 23	6 04	545 00	30 00	50 00
Sombra	1,455 16	998	13,952 42	75 60	982	9,036 83	1,748 11	49 74	0 03	3 63	661 00	44 00	75 00
Southampton	2,800 99	2,207	19,292 74	132 96	734	8,068 25	1,005 32	95 62	10 75	6 42	1,142 00	22 00	150 00
South Indian	349 95	851	18,391 45	83 26	237	3,495 75	516 48	36 41	....	3 37	190 00	....	19 00
South March	213 60	80	2,419 80	9 84	26	662 87	81 27	3 46	....	3 08	120 50	38 00	13 00
South Mountain	653 29	1,179	17,997 71	97 43	157	2,065 16	546 82	48 73	6 66	5 75	332 50	....	41 00
South Oshawa	1,237 61	1,321	9,168 50	79 12	135	1,634 91	84 49	54 19	7 76	2 31	445 00	....	44 00
South River	1,457 41	2,005	19,125 42	125 51	361	5,618 11	628 64	83 81	11 05	6 63	625 00	30 00	75 00
South Woodslee	610 74	619	8,365 95	46 48	239	2,409 27	330 23	27 15	....	4 08	252 00	....	31 00
Spanish	571 57	956	12,858 52	71 79	90	1,615 53	206 96	39 14	5 10	6 74	253 00	56 00	28 00
Spanish Mills	473 09	1,531	31,038 24	153 65	23	287 32	20 75	61 47	....	1 75	172 00	....	19 00
Sparrow Lake	249 46	105	1,613 50	8 37	24	510 03	96 30	4 44	....	1 19	124 00	....	13 00
Sparta	456 83	363	6,681 96	32 75	125	1,896 83	239 04	15 77	....	3 71	225 00	....	25 00
Spencerville	757 12	1,176	18,469 87	94 65	1,268	7,756 93	2,906 45	59 72	23 61	7 37	376 00	9 00	44 00
Spragge	925 23	1,213	18,022 76	98 61	84	1,025 64	124 20	49 36	....	8 11	456 00	....	50 00
Spring Brook	401 19	776	7,726 77	46 70	154	2,144 82	457 46	32 58	....	3 22	198 00	....	19 00
Springfield	1,007 40	956	9,861 56	60 84	266	2,782 87	522 98	40 90	0 37	9 79	510 00	....	50 00
Springford	406 86	478	3,906 36	26 88	114	1,441 56	141 82	20 26	....	2 58	219 00	2 25	25 00
Spring Valley	477 55	75	1,667 88	7 84	26	253 76	76 42	3 26	....	1 32	243 00	....	28 00
Sprucedale	563 50	636	10,123 85	52 69	181	2,514 30	513 85	27 25	13 35	10 86	312 50	32 00	34 50
Staffa	281 60	260	5,490 49	26 03	87	974 70	140 92	11 27	....	3 79	142 00	....	13 00
Stamford	295 11	438	5,199 49	36 24	73	1,091 19	30 84	18 25	....	3 03	155 00	....	19 00
Staney Brae	248 35	583	7,682 74	43 10	87	1,635 04	254 04	24 19	....	1 45	188 00	....	19 00
Staples	241 58	472	6,308 54	33 16	116	1,153 00	106 50	20 04	....	1 50	117 00	....	13 00
Stayner	2,510 58	2,054	22,334 29	131 46	1,017	14,160 73	1,449 60	92 33	5 62	8 25	964 00	30 00	125 00
Steelton	1,385 70	2,976	28,597 65	211 43	321	5,252 98	226 25	122 25	....	4 61	502 00	....	50 00
Stella	315 12	286	7,829 31	35 23	140	3,227 38	145 65	12 84	4 28	4 53	169 00	....	19 00
Stevensville	673 95	715	7,818 97	47 12	551	6,932 67	279 45	34 11	9 04	5 43	335 00	12 00	38 00
Stirling	2,811 43	1,192	15,036 12	92 57	626	8 313 16	1,568 08	65 94	2 19	18 37	947 00	68 00	125 00
Stittsville	779 34	356	5,474 33	29 77	161	2,995 49	455 09	15 85	....	4 16	346 00	28 00	38 00
Stoco	178 86	137	3,342 60	15 42	26	516 46	63 15	5 74	....	2 13	111 00	....	13 00
Stokes Bay	124 85	234	1,872 16	12 69	41	964 85	198 55	9 77	....	0 74	76 00	10 00	6 00
Stonecliff	101 60	197	2,024 74	12 11	10	125 38	27 45	7 98	....	1 96	103 50	....	9 50
Stony Creek	918 53	677	6,437 60	44 52	479	5,045 91	843 69	31 87	0 57	1 16	455 00	32 00	50 00
Stony Point	316 51	232	7,249 66	29 82	116	1,348 53	147 12	10 44	....	5 27	176 00	....	19 00
Stouffville	2,560 33	1,908	18,360 06	114 82	802	10,457 28	1,326 67	84 34	10 75	13 32	926 00	110 00	125 00
Strabane	125 20	75	1,607 20	7 31	26	360 81	34 05	3 26	....	1 67	59 00	....	6 00
Straffordville	374 10	431	7,029 84	36 03	40	551 67	229 05	17 64	....	5 02	193 00	....	19 00
Stratford	23,765 93	7,092	72,781 74	523 45	7,979	107,538 84	10,164 49	403 47	80 76	20 88	*a*5,914 00	320 00	....
Stratford Stn	4,431 95	3,831	24,295 68	201 15	61	310 81	379 70	113 85	18 83	8 02	1,495 00	....	225 00
Strathavon	98 85	232	3,395 57	17 76	27	540 19	159 02	9 55	....	0 42	60 00	....	6 00
Strathcona	141 10	115	921 52	6 13	85	699 66	65 73	5 45	0 02	0 98	84 00	....	6 00
Strathroy	6,979 52	2,546	23,479 99	154 60	2,035	27,321 23	3,502 07	122 19	44 77	25 77	*a*2,395 00	91 68	....
Stratton Stn	491 65	1.564	22,973 44	121 59	231	4,365 35	305 41	61 87	....	1 78	279 50	23 75	28 00

a Including commission on box rents. *b* Including $37.50 arrears salary. *c* Including 6.50. arrears rent. *d* Accounting from October 1, 1910.
e Non-accounting from September 16, 1910. *f* Accounting from March 1, 1911. *g* Including $48.34 arrears box rents. *h* Accounting from November 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Streetsville	1,411 39	628	8,477 23	51 74	480	5,358 08	955 59	29 92	23 32	9 34	627 00	....	75 00
Stroud	331 40	405	7,944 33	36 42	152	1,669 49	339 71	17 72	....	2 05	161 00	3 00	19 00
Sturgeon Falls	3,559 64	1,199	21,621 42	113 86	1,406	22,074 54	2,235 78	62 02	17 15	46 29	1,345 00	12 00	200 00
Sudbury	14,405 46	10,127	224,339 24	1,878 97	3,759	57,891 71	4,578 11	442 67	113 37	26 65	3,934 00	304 00	675 00
Summerstown	276 29	228	3,191 02	18 42	67	924 55	60 11	9 79	....	2 86	131 00	....	13 00
Sunderland	1,473 65	1,566	12,418 02	86 35	327	3,981 49	505 13	65 91	0 15	4 50	632 00	11 00	75 00
Sundridge	1,173 73	2,181	25,129 73	148 67	422	5,114 80	764 51	91 46	14 19	13 41	575 00	18 00	62 50
Sutton West	1,529 81	1,450	16,761 19	98 56	471	6,042 16	582 21	62 71	16 25	6 30	682 00	80 00	75 00
Swansea	2,294 54	549	7,764 60	63 90	280	2,162 87	357 93	24 76	6 14	3 00	375 00	....	44 00
Swinton Park	427 74	19	508 31	2 15	47	512 43	221 78	1 23	....	2 36	209 00	....	22 00
Sydenham	1,249 22	1,481	18,767 21	103 33	268	3,788 67	756 33	61 92	7 84	5 99	577 00	....	75 00
Tamworth	1,174 65	1,349	18,185 52	97 59	441	5,781 90	623 20	58 37	2 98	10 75	582 00	2 05	75 00
Tara	1,615 47	1,897	19,390 50	118 05	603	8,545 41	1,097 20	81 91	0 82	6 63	694 00	51 00	75 00
Tavistock	2,713 67	682	8,808 07	50 80	475	6,163 40	656 35	32 03	0 35	21 76	946 00	1 50	137 50
Tecumseh	400 93	274	3,937 02	21 06	80	1,507 98	242 17	11 76	....	1 97	204 00	5 00	25 00
Teeswater	2,045 60	2,136	17,253 80	116 54	769	10,093 74	1,187 74	93 13	4 03	4 45	g877 48	18 00	125 00
Temperanceville	135 22	98	4,986 63	18 20	30	300 91	53 18	4 22	....	1 33	70 00	....	6 00
Thamesford	993 02	726	5,845 78	39 67	433	3,781 39	786 11	33 37	....	3 36	501 00	102 00	50 00
Thamesville	2,588 77	992	15,677 55	80 64	795	9,376 08	1,000 89	47 63	8 29	17 04	960 00	78 00	150 00
Thedford	1,383 74	1,110	10,536 40	69 60	497	5,745 18	663 76	49 37	4 12	12 04	625 00	22 00	75 00
Thessalon	3,067 60	2.524	35,933 31	200 70	885	13,012 94	1,321 61	109 81	9 33	28 87	1,217 00	32 00	175 00
Thomasbury	233 80	331	6,937 93	33 05	87	816 41	78 56	14 11	....	5 36	111 00	....	13 00
Thornburg	1,813 85	860	10,871 03	62 17	607	8,685 22	1,049 27	40 47	6 99	16 60	770 00	....	100 00
Thorndale	776 63	416	5,669 99	32 88	167	1,866 03	448 06	18 31	0 01	5 78	427 00	10 00	44 00
Thornhill	629 50	371	6,089 50	33 46	150	2,653 79	235 70	16 34	4 92	3 22	306 00	....	31 00
Thornlœ	397 00	293	4,802 88	27 36	65	1,197 17	157 34	12 37	....	5 32	211 00	3 00	25 00
Thornton	684 58	747	9,069 58	52 50	234	3,221 58	367 49	32 22	....	4 34	354 00	....	44 00
Thorold	3,029 11	3,776	46,962 55	312 25	1,039	16,563 66	1,041 46	161 43	19 05	2 12	1.100 00	....	150 00
Tilbury	2,845 96	2,263	28,387 49	166 47	836	12,285 96	960 32	98 88	2 89	6 29	1,066 00	18 00	150 00
Tillsonburg	7,455 41	3,111	29,601 98	198 94	1,951	25,574 95	3,784 21	143 95	7 97	23 92	2,515 00	295 00	400 00
Timagami	1,021 04	647	11,999 66	64 86	73	1,416 23	129 94	26 61	....	3 21	537 00	26 00	50 00
Tiverton	877 21	810	8,153 98	49 21	466	8,036 02	464 59	37 06	4 79	6 41	452 00	14 00	50 00
Toledo	343 09	714	13,582 74	64 46	161	1,616 90	200 31	30 20	2 64	6 20	179 00	5 00	19 00

Tomiko	616 14	791	12,113 96	67 74	37	688 65	46 28	32 01		7 98	271 00		31 00
Tomstown	147 62	396	4,906 31	28 14	75	1,500 60	91 74	16 59		2 02	88 00		6 00
Toronto	*1,963,065 28												
*Divided as follows:—													
Head Office	1,547,890 75	72,010	819,678 91	7,258 93	856 918	9,281,331 02	1,287,919 39			e 1,058 56	f		
Station B	768 59	12,682	153,214 65	1,238 59	771	9,426 92	2,164 58						
" C	36,247 74	8,454	96,216 99	903 10	1,613	22,785 39	2,336 19						
" D	27,355 64	12,350	143,682 62	1,358 51	4,561	62,126 84	7,305 06				2,819 48		
c " E	21,356 20	3,938	36,446 94	328 04	702	8,138 34	1,728 35						
" F	38,284 60	10,763	102,470 39	943 84	2,684	37,820 97	7,061 82						
" G	18,571 75	8,203	67,037 30	667 26	1,129	14,135 51	1,895 53						
Sub-office No. 4	546 00	401	2,288 96	26 41	13	287 71	33 70	16 17		0 66	100 00		
a " No. 5	872 00	556	5,256 69	46 57	44	407 66	73 70	22 68	4 01	0 95	69 30		
" No. 11	10,218 00	3,659	27,293 61	253 30	444	4,425 69	1,454 37	150 80	17 06	4 05	200 00		
" No. 12	3,205 00	1,406	11,361 37	92 17	318	3,569 03	746 71	59 42	12 76	5 13	150 00		
b " No. 16	8,527 71	2,395	20,950 02	186 27	284	3,577 95	1,256 26	92 74	35 89	7 47	138 04		
" No. 22	4,349 00	4,475	62,130 66	653 33	157	1,768 29	321 77	180 57	21 33	2 30	150 00		
" No. 24	3,159 00	1,546	14,370 72	106 80	204	2,622 78	713 13	63 88	9 58	3 54	150 00		
" No. 27	5,570 00	1,378	12,784 35	110 89	268	2,931 79	1,142 92	57 80	9 58	19 43	200 00		
d " No. 30	2,542 00	651	5,507 62	42 29	60	515 76	307 95	26 64	2 10	2 38	81 11		
" No. 36	222 00										100 00		
" No. 37	2,542 00	2,207	17,351 95	174 33	219	2,807 53	337 19	90 47	2 69	3 78	100 00		
" No. 40	5,108 00	2,934	32,177 87	291 23	116	1,447 93	707 19	118 60	21 25	7 59	200 00		
" No. 43	2,733 00	2,809	28,725 93	294 38	265	3,866 68	440 52	115 01	51 94	2 54	150 00		
" No. 45	4,720 00	1,857	15,885 85	118 60	282	2,864 03	803 75	77 08	1 71	9 41	150 00		
" No. 47	1,709 00	436	4,075 02	29 92	44	444 25	296 72	17 88		6 50	100 00		
" No. 50	7,504 00	5,059	42,171 88	394 61	589	9,479 29	971 99	208 25	12 46	8 90	200 00		
" No. 53	3,618 00	1,552	12,126 41	92 62	265	2,730 63	672 01	64 73	1 70	3 80	150 00		
" No. 54	9,954 00	2,102	18,243 79	148 29	297	3,865 43	494 35	87 05	2 69	7 17	200 00		
" No. 55	2,949 00	2,464	23,898 84	221 63	162	1,671 02	288 89	100 20	7 13	5 79	150 00		
" No. 60	50 00												
" X		137	2,889 38	13 34	6	92 00	6 50						
Balmy Beach	1,079 00										300 00		
Bathurst St	13,500 00	7,121	69,892 77	634 09	898	9,050 26	1,727 55	293 82	106 12	10 79	200 00		
Bleecker St	5,650 00	2,650	20,681 52	182 94	168	2,582 05	764 73	107 68	20 62	3 29	200 00		
Bloor St	7,185 00	3,485	31,056 76	243 85	590	8,975 06	1,869 35	145 30	37 73	8 95	200 00		
Broadview Ave	7,443 72	4,143	33,240 08	300 96	732	7,485 23	1,430 13	173 04	18 13	7 86	200 00		
Brockton	4,560 00	2,999	24,771 99	217 74	395	5,332 97	1,048 80	123 93	24 52	6 56	200 00		
Carlton St	25,139 00	6,247	55,111 44	473 31	1,081	12,812 41	4,448 53	260 69	62 50	20 84	200 00		
Clinton St	5,907 00	3,160	32,997 04	262 95	581	6,993 06	1,311 31	132 24	56 93	6 77	200 00		
Coleman	1,164 57	724	14,750 17	109 17	118	1,365 65	140 86	30 14	4 59	2 53	473 50		50 00
Deer Park	2,293 13	1,334	10,308 92	102 65	192	2,381 69	454 00	55 28	14 01	2 36	744 00		100 00
Dundas St	9,630 00	4,870	45,284 60	353 74	588	6,736 19	1,565 73	200 68	19 39	6 68	200 00		
Earlscourt	717 51	1,204	7,481 70	84 37	145	3,218 50	115 52	49 61		0 67	271 00		31 00
East Toronto	2,176 64	1,993	18,858 61	165 46	567	5,897 96	714 43	85 39	15 66	3 99	827 00		125 00
Lee Avenue	3,643 00	1,661	13,869 56	112 09	84	1,257 19	558 20	67 28	0 39	5 17	150 00		
North Toronto	4,897 00	1,755	16,767 51	141 40	266	2,793 43	591 21	72 86	7 09	14 55	200 00		

a Closed October 1, 1910. Re-opened January 4, 1911. *b* Closed from May 1 to August 1, 1910. *c* Accounting from May 1, 1910. *d* Closed October 15, 1910.
e Commission to non accounting offices, etc. *f* For salary, etc., see Auditor General's Report. *g* Including $12 arrears, night duty.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Pape Ave.	3,400 00	1,923	15,213 87	157 28	110	853 39	295 97	78 02	6 19	1 97	150 00		
Parkdale	10,500 00	4,386	35,475 98	292 43	1,144	13,249 98	1,998 50	186 88	27 01	10 34	200 00		
Peter St.	12,385 00	7,730	72,356 29	679 95	405	4,182 12	1,102 06	313 25	130 47	7 71	200 00		
Queen St., Centre	9,530 00	4,442	51,262 26	471 78	166	2,155 31	542 96	179 34	28 93	6 51	200 00		
Queen St., East	11,588 00	5,674	43,020 73	399 16	273	3,042 66	1,048 84	231 69	92 96	3 71	200 00		
Rusholme Road	9,660 00	6,131	56,389 09	505 05	646	8,342 13	1,818 19	263 70	51 08	8 42	200 00		
St. Joseph St.	5,550 00	1,348	13,205 55	104 23	123	1,073 10	1,234 20	55 15		4 46	200 00		
Spadina Ave.	21,735 00	6,996	65,899 43	532 40	1,495	20,101 54	5,030 48	294 79	69 23	27 23	200 00		
Todmorden	532 90	1,024	8,442 26	93 31	87	1,355 88	49 55	41 83		0 62	202 00		25 00
Wychwood Park	1,470 42	1,418	9,825 24	104 03	259	3,387 34	284 43	59 21		2 29	371 00		44 00
Yorkville	10,815 41	4,479	37,356 26	368 33	785	9,596 93	1,702 70	187 01	105 72	11 96	600 00		
Torrance	347 21	458	5,008 22	29 24	29	578 23	185 23	18 61		2 21	180 00		19 00
Tory Hill	217 56	129	2,493 14	12 63	62	1,098 47	125 94	5 78		3 64	106 00	16 00	13 00
Tottenham	1,730 00	1,684	15,948 96	103 06	404	5,157 20	649 48	71 40	19 31	4 97	704 00	156 00	100 00
Treadwell	106 90	194	3,764 11	17 88	23	233 55	88 66	7 99		1 99	83 00		6 00
Trenton	7,996 22	2,615	39,638 00	280 13	2,432	28,643 77	4,390 42	128 92	46 67	23 86	*a*2,673 00	208 00	
Trout Creek	645 50	874	10,727 70	61 82	135	2,363 76	384 50	36 31	12 06	4 87	360 00	94 00	41 00
Trout Mills	202 06	279	3,213 57	18 31	41	485 50	253 40	11 57		3 14	148 00		13 00
Trowbridge	230 03	321	3,435 50	19 83	77	851 07	127 04	13 61		0 46	98 00		6 00
Tullamore	126 15	93	1,098 45	6 04	3	75 15	24 90	3 75		0 96	54 00		6 00
Tupperville	407 30	549	6,131 25	35 13	73	1,006 23	124 75	22 69		1 62	217 00	2 78	25 00
Tweed	3,460 85	787	12,297 51	68 44	1,156	18,915 14	1,728 53	43 04	0 51	14 66	1,313 00	66 00	175 00
Uffington	173 48	310	3,047 03	18 76	65	714 81	86 46	13 05		2 02	95 00	32 00	6 00
Underwood	438 81	869	16,010 10	75 88	217	3,863 90	383 44	36 93	2 20	5 83	233 00		25 00
Union	275 09	181	2,424 83	12 75	76	1,096 08	105 70	8 00		0 93	147 00		13 00
Unionville	775 08	434	4,555 91	29 66	263	2,674 92	252 03	19 99	4 70	3 22	414 00	108 00	50 00
Uno Park	300 85	230	3,532 65	23 84	29	436 09	61 10	9 49		2 68	107 50		9 56
Uphill	133 23	162	2,377 30	12 41	40	603 45	33 50	6 88		0 78	80 00		6 00
Utterson	479 08	234	4,227 48	21 13	142	1,455 04	255 43	10 78		6 38	242 00	62 00	25 00
Uxbridge	4,013 16	2,920	29,370 56	180 74	*a*1,216	15,837 72	2,267 00	128 96	23 40	15 85	1,447 00	62 00	225 60
Vanessa	247 43	5	121 72	0 48	27	287 79	265 96	0 47		3 44	136 00		13 00
Vankleek Hill	3,298 88	2,089	22,061 19	136 35	986	19,333 16	1,716 33	93 42	3 14	21 40	1,192 00	3 00	175 00
Varna	391 44	275	4,495 63	22 46	130	2,231 45	70 94	12 30		3 67	240 50		25 00

Vars	720 38	332	7,287 91	33 60	154	3,430 73	417 11	14 82	....	7 20	304 00	18 00	38 00
Ventnor	282 58	276	4,095 21	22 25	88	1,496 80	90 21	11 90	....	3 90	131 00	....	13 00
Verner	906 41	1,437	25,941 84	125 61	431	12,190 70	430 92	61 82	0 34	5 44	419 00	36 00	47 00
Vernon	375 50	219	5,743 52	26 10	77	1,549 16	340 40	9 53	0 99	8 24	196 00	12 00	19 00
Verona	557 99	510	7,512 46	39 79	163	2,054 21	489 90	22 03	....	7 15	253 00	....	31 00
Victoria Harbour	2,133 60	3,246	48,171 39	347 51	384	6,284 90	620 00	133 68	23 76	6 95	806 00	....	100 00
Victoria Mines	1,116 82	2,896	93,080 02	813 17	160	2,853 52	257 47	117 44	64 73	3 95	552 00	45 00	62 50
Victoria Road	632 82	905	9,794 48	58 81	118	1,885 88	157 84	37 38	1 99	2 69	316 00	28 00	38 00
Vienna	454 88	943	13,470 82	71 10	152	1,937 00	344 78	39 24	8 48	4 51	250 00	....	25 00
Villanova	209 41	166	2,675 50	13 21	80	932 12	389 15	7 44	....	2 59	130 00	....	13 00
Vineland	791 09	890	7,662 38	52 24	258	2,078 35	407 48	38 18	....	2 32	294 00	....	31 00
Virginia	219 54	95	1,536 11	7 76	68	976 83	103 46	4 48	....	1 17	111 00	3 00	9 50
Vittoria	599 78	643	4,947 03	34 19	227	2,758 26	421 02	27 99	0 53	3 55	304 50	29 75	34 50
Wabigoon	331 95	597	7,411 74	58 31	86	1,503 27	61 94	24 74	2 72	1 15	241 00	44 00	25 00
Wahnapitae	145 86	260	3,600 09	21 82	34	667 70	22 80	10 74	....	1 23	162 50	....	19 00
Wales	835 51	839	13,454 13	66 05	300	2,832 06	579 64	36 56	0 59	6 45	384 00	74 00	41 00
Walford Station	276 38	371	4,766 43	28 35	65	962 43	187 83	15 49	....	3 92	162 50	....	13 00
Walkerton	6,599 44	3,576	29,624 57	200 18	3,792	37,115 05	5,439 83	180 96	20 82	12 22	a2,444 00	120 00	....
Walkerville	14,422 76	4,170	45,059 64	353 44	2,980	57,811 29	2,532 62	196 60	25 82	20 05	3,593 00	24 00	600 00
Wallace	144 91	125	4,718 41	18 28	17	283 42	395 82	5 15	....	5 51	75 60	....	6 00
Wallaceburg	7,407 21	1,284	16,414 96	103 94	1,683	17,751 28	1,789 52	68 19	3 86	13 33	2,181 00	44 00	350 00
Wallacetown	441 27	593	4,853 82	32 51	129	1,491 27	156 30	25 01	....	4 71	217 50	14 00	25 00
Walsh	188 06	231	2,023 15	13 22	78	766 38	212 99	10 02	....	1 88	92 00	....	6 00
Walsingham Centre	292 18	428	7,015 31	35 57	198	2,043 72	590 60	19 10	....	2 86	172 00	....	16 00
Walter's Falls	329 50	521	8,179 12	42 55	109	1,482 21	199 17	21 93	....	5 35	164 00	....	19 00
Walton	537 45	808	8,775 97	50 81	221	2,989 88	301 66	34 53	....	3 28	261 00	....	31 00
Wardsville	654 75	969	9,349 40	58 33	243	3,012 45	455 58	41 19	8 75	4 14	317 00	....	38 00
Warkworth	1,398 48	1,689	14,510 80	96 67	379	5,140 09	690 95	71 35	1 73	6 26	625 00	....	75 00
b Warminster	267 92	21	455 93	2 43	3	18 00	31 90	0 87	....	0 90	114 00	5 00	13 00
Warren	798 54	2,078	22,729 92	136 87	344	5,018 44	471 78	86 56	6 99	2 03	473 00	50 00	50 00
Warsaw	506 87	379	5,239 78	27 64	123	1,549 56	221 78	16 39	....	3 49	265 00	....	31 00
Warwick	300 16	1,459	6,092 93	35 50	105	1,358 42	208 55	19 41	....	2 88	136 00	....	13 00
Washago	446 97	262	5,579 72	27 94	147	1,919 48	334 46	11 95	....	8 66	243 00	64 00	28 00
Waterdown	1,119 26	722	7,283 38	47 73	337	4,475 26	478 24	32 25	4 80	2 17	506 00	....	50 00
Waterford	2,532 42	1,399	14,266 85	88 16	893	8,211 96	1,531 41	64 89	7 75	22 34	919 00	180 00	125 00
Waterloo West	12,904 98	1,901	17,556 36	129 12	4,286	71,176 83	4,762 66	118 90	19 05	32 71	3,565 00	105 00	575 00
Watford	3,129 28	1,503	25,386 05	127 47	1,176	16,514 94	1,820 27	71 88	86 18	32 04	1,106 00	40 00	175 00
Watson's Corners	189 50	120	2,269 51	11 30	30	425 92	116 35	5 10	....	3 49	122 50	3 00	9 50
Waubaushene	1,478 22	2,406	23,191 72	149 61	420	4,970 05	710 56	100 41	13 13	6 31	633 00	25 00	75 00
Waverley	171 43	65	1,857 70	8 01	43	661 77	111 92	3 03	....	5 63	93 00	....	6 00
Webbwood	2,786 61	2,650	47,661 61	332 55	311	4,855 21	680 71	109 11	24 06	17 68	993 00	....	150 00
Welcome	342 64	182	2,121 76	11 73	40	637 91	69 40	7 68	....	1 73	175 00	....	19 00
Welland	14,577 12	6,245	112,616 56	907 34	2,438	31,099 26	3,592 52	274 18	109 54	19 14	a3,828 33	227 33	79 16
Welland Port	608 87	283	6,537 49	30 47	251	3,764 48	472 31	13 83	3 47	14 23	338 00	....	34 50
Wellesley	1,127 81	1,045	10,197 81	61 44	258	3,571 84	332 96	44 38	5 22	6 28	605 00	5 00	75 00
Wellington	1,683 24	1,500	11,481 41	80 63	439	5,008 01	775 13	64 39	0 26	9 60	714 00	....	100 00
Wellman's Corners	121 38	101	1,515 82	8 01	32	431 65	54 98	4 36	....	4 07	75 00	....	6 00
c Wendover	266 85	8	314 24	1 82	9	169 16	100 66	0 41	....	0 74	127 00	....	13 00
Westboro	287 57	134	1,046 04	7 49	75	1,313 00	132 28	6 11	....	1 57	103 00	....	13 00

a Including commission on box rents. *b* Acting from February 1, 1911. *c* Acting from Nov. 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
West Gravenhurst	239 73	85	1,081 48	6 50	14	205 75	22 10	3 51	....	2 91	169 50	....	19 00
West Lorne	1,701 04	1,887	13,178 73	96 19	359	4,456 25	560 08	79 07	5 28	3 05	699 00	....	100 00
Westmeath	616 84	1,012	8,942 35	57 56	300	5,525 93	755 81	43 48	....	2 07	303 00	40 00	38 00
Weston	3,509 58	1,888	16,145 22	131 07	893	12,362 96	1,411 77	84 45	9 85	1 06	1,112 00	....	175 00
Westport	1,780 30	2,056	17,146 42	112 56	442	6,532 70	774 07	86 66	5 79	4 09	741 00	24 00	100 00
Westwood	520 92	462	5,333 37	29 10	52	1,308 64	88 36	19 00	....	0 70	212 00	....	25 00
Wheatley	1,284 56	1,684	17,901 86	105 11	520	5,616 75	612 21	72 56	0 31	8 99	575 00	20 00	75 00
Whitby	5,418 15	1,331	9,688 24	74 93	1,326	16,898 16	1,973 90	66 50	5 31	4 70	1,672 00	96 00	125 00
White Church	316 59	324	3,230 04	20 40	78	802 33	213 10	13 74	....	1 34	201 00	18 00	19 00
Whitefish	344 84	148	2,794 19	14 16	28	782 30	122 71	6 20	....	3 75	148 50	....	16 00
White River	1,088 80	3,185	64,855 33	497 32	90	1,229 41	40 92	128 30	43 79	2 08	502 00	....	50 00
Whitevale	320 68	445	6,984 35	35 13	84	974 34	115 91	18 64	....	3 34	163 00	....	19 00
Whitney	1,342 11	2,411	40,761 81	228 40	371	2,915 92	331 85	100 15	37 52	3 57	593 00	....	62 50
Wiarton	4,986 38	2,363	22,579 19	144 42	1,506	23,298 75	2,783 20	109 58	3 08	14 37	1,834 00	240 00	275 00
Widdifield Stn	171 88	239	1,665 60	12 88	19	202 23	52 85	9 75	....	1 26	74 00	....	6 00
Wilberforce	316 41	433	5,430 99	30 82	99	1,169 73	324 49	18 31	....	4 13	140 00	3 00	13 00
Wilkesport	306 25	735	13,368 48	62 16	166	2,469 56	341 93	31 06	0 93	3 12	155 50	....	16 00
Williamsburg	688 20	425	7,496 88	37 70	191	2,379 28	330 35	18 91	....	11 18	319 00	....	38 00
Williamsford	349 53	434	6,915 61	34 40	88	1,409 42	199 30	18 24	6 72	5 48	187 00	....	19 00
Williamstown	786 43	562	8,900 01	48 57	174	2,496 18	318 91	24 22	3 95	16 13	413 00	....	50 00
Wilno	275 69	181	3,586 15	17 33	41	480 37	72 45	7 65	....	5 99	138 00	3 00	13 00
Wilton	233 71	241	3,503 41	17 70	60	986 61	99 65	10 24	....	2 49	114 50	....	13 00
Winchester	3,316 57	789	15,350 66	73 64	1,067	20,024 87	1,647 82	42 23	4 47	37 79	1,293 00	120 00	175 00
Winchester Springs	269 22	253	4,707 14	22 35	47	762 54	75 12	10 59	....	4 58	136 00	4 00	13 00
Windermere	598 91	314	4,522 12	24 72	91	1,856 69	144 33	13 47	....	4 81	296 00	....	31 00
Windham Centre	303 54	368	5,801 08	28 87	66	831 24	67 29	15 38	....	4 05	166 00	....	19 00
Windsor	48,927 67	4,197	58,023 93	397 20	19,045	190,088 92	29,078 21	....	....	....	*b*	....	....
Wingham	6,422 45	3,254	24,330 41	176 64	1,948	24,828 73	2,051 48	149 64	14 16	15 35	*a*2,311 00	100 00	....
Winona	4,018 28	758	3,966 05	36 60	1,302	14,628 14	1,264 53	43 34	1 44	0 44	1,253 00	88 00	175 00
c Winterbourne	290 81	90	1,229 82	6 43	18	203 10	228 51	3 78	....	1 11	170 00	....	19 00
Wolfe Island	625 54	297	4,151 10	22 32	260	3,998 59	228 70	14 48	....	3 99	312 00	10 00	38 00
Woodbridge	1,160 21	724	7,375 56	48 30	273	3,844 52	335 93	31 69	3 21	3 67	579 00	15 00	75 00
Woodford	382 30	82	1,344 90	6 57	56	522 80	102 52	3 84	....	2 43	191 00	45 00	19 00

Woodham...	200 51	289	5,650 14	26 56	32	457 21	55 40	11 88	....	2 48	100 00	....	13 00
Woodslee	161 69	204	3,317 66	16 40	63	699 58	61 26	8 79	2 11	0 62	94 00	....	6 00
Woodstock.	28,763 56	6,533	63,214 52	461 50	7,987	95,636 44	12,482 37	.....	....	....	6,123 98	....	....
Woodville............	1,337 20	1,614	14,778 18	91 47	347	6,000 14	604 33	68 03	2 86	8 63	592 00	....	75 00
Wooler.	458 93	779	8,816 96	50 22	124	1,384 70	284 31	32 40	0 03	2 47	254 00	....	28 00
Worthington.........	163 57	492	5,201 73	32 64	47	581 96	25 24	20 15	....	0 29	125 00	....	13 00
Wroxeter............	1,439 46	1,214	11,501 94	70 98	1,081	8,127 92	1,807 50	59 37	3 80	2 23	*d*619 68	18 00	75 00
Wyebridge.	249 99	508	7,514 15	40 61	38	440 89	127 74	20 70	....	1 06	102 00	... .	13 00
Wyevale.............	565 83	177	3,078 01	15 70	85	1,166 65	180 04	7 93	....	5 89	259 00	.. . ...	31 00
Wyoming............	1,636 52	1,400	16,564 96	95 00	714	9,511 39	1,115 30	63 14	20 59	12 07	694 00	....	100 00
Yarker, ...	800 30	858	9,714 16	54 69	615	9,849 15	967 88	40 47	0 78	5 84	410 00	42 00	50 00
York.......	355 92	586	9,724 04	46 71	430	3,107 73	317 69	27 74	1 84	2 85	166 00	....	19 00
Young's Point........	336 54	345	4,347 80	23 72	54	593 49	137 57	14 34	....	1 73	180 00	....	19 00
Zephyr.	471 86	170	3,242 52	16 15	103	1,655 05	302 56	7 83	....	10 18	240 00	.. ..	25 00
Zurich............ ..	956 53	1,035	10,271 03	60 91	374	4.767 26	397 90	45 14	10 30	2 65	509 00	16 00	50 00
Non-accounting Post Offices.	226,503 78	....	....	....	....	... .	....	....	....	....	136,959 15	2,058 73	6,814 77
	4,952,300 73	....	....	....	....	....	....	....	.. ..	....	....	....	....
Less—Value of postage stamps affixed to postal notes....	4,786 26	....	....	... .	....	... .	... .	....	....	....	....	....	....
Totals........	4,947,514 47	1,674,749	21,554,935 53	153,098 44	1,662,223	20,232,738 58	2,589,438 20	57,373 58	7,760 90	9,921 41	846,568 20	30,021 51	65,594 89

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a Including commission on box rents. *b* For Salary, etc., see Auditor General's report. *c* Accounting from October 1, 1910. *d* Including $1.68 arrears night duty.

APPENDIX C—*Continued.*

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March, 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbotsford	426 42	610	11,152 50	53 93	205	3,082 66	260 08	26 45	1 23	5 05	222 00	8 00	25 00
Abercorn	840 40	188	2,474 54	14 04	129	955 16	114 85	8 81	....	2 96	405 50	5 00	47 00
Acton Vale	1,426 15	1,504	19,384 70	105 41	987	17,252 32	756 73	70 03	1 02	6 38	*c*661 00	36 00	....
Adstock	184 68	435	8,112 26	40 16	55	1,150 40	115 42	17 95	....	3 75	91 50	....	6 00
Agnes	428 96	706	6,513 24	41 86	84	1,006 06	97 85	29 08	1 26	0 70	245 00	32 00	22 00
Albanel	187 12	492	8,518 65	42 55	90	3,160 53	129 25	20 58	....	4 98	84 00	3 00	6 00
Amqui	1,294 38	963	14,954 63	81 40	431	8,293 32	1,098 68	42 83	....	16 43	627 00	45 00	75 00
Ange Gardien de Rouville	261 85	407	6,646 99	32 53	97	2,538 23	62 40	17 25	6 07	1 89	139 50	....	13 00
Angers	237 08	456	8,808 08	41 72	118	2,489 79	68 60	19 42	....	2 00	123 00	6 00	13 00
Armagh	379 60	610	11,049 55	53 17	126	2,656 63	199 98	25 66	....	2 74	219 50	9 00	22 00
Arthabasca	2,173 25	911	11,059 24	62 74	1,095	18,412 48	2,384 34	47 39	0 20	8 93	1,009 50	105 00	125 00
Arundel	443 48	881	16,926 15	81 71	221	3,712 38	217 86	37 45	19 52	5 98	238 00	18 00	25 00
Asbestos	1,336 14	784	15,320 67	77 15	537	6,144 45	642 22	36 73	....	37 01	642 00	....	75 00
d Ascot Corner	292 64	87	1,521 46	7 36	39	587 20	194 97	3 87	....	4 42	182 00	6 00	19 00
d Athelstan	334 04	320	7,469 67	32 99	43	915 21	173 85	13 23	....	1 90	283 00	....	25 00
Aurigny	96 46	149	3,007 32	13 42	2	53 00	1 35	5 98	....	0 40	46 00	....	....
Avignon	177 68	964	14,643 02	77 75	83	1,735 45	188 95	39 39	1 80	3 17	82 00	10 00	6 00
Ayer's Cliff	1,269 48	952	8,432 46	55 02	298	6,701 98	326 88	41 06	....	4 76	503 00	18 60	50 00
Aylmer (East)	1,748 14	1,610	12,697 98	90 47	514	8,781 40	787 91	69 54	22 04	2 20	*c* 760 00	....	....
Aylwin	196 85	176	2,278 01	13 03	49	816 66	88 06	7 53	....	1 88	104 00	....	13 00
Bagotville	713 68	1,107	24,181 99	153 32	93	2,363 85	315 66	45 21	....	6 22	359 00	....	31 00
Baie St. Claire	46 03	195	5,556 24	28 77	3	91 03	49 77	7 83	....	5 00	52 00	....	6 00
Baie St. Paul	1,268 31	1,103	18,339 84	91 21	722	18,064 11	1,179 33	51 34	....	9 13	668 00	38 00	75 00
Baillargeon	120 99	182	3,950 63	18 43	28	352 64	231 83	7 56	....	2 20	66 00	....	6 00
Barachois de Malbaie	523 42	585	13,837 54	68 19	33	333 34	236 51	23 73	0 11	12 45	221 00	14 00	25 00
Barnston	255 71	281	2,369 72	15 41	91	1,114 95	108 32	12 15	....	1 11	133 00	....	13 00
Batiscan	504 68	1,063	19,712 91	93 56	423	8,415 48	341 40	46 75	....	5 90	280 00	....	25 00

Beauce Junction	726 35	905	12,064 03	66 06	326	3,974 92	551 54	39 46		1 00	256 00	16 00	31 00
Beauceville Est	2,212 34	1,251	14,858 80	88 52	1,677	29,972 80	3,112 01	66 81		6 74	840 00	24 00	125 00
Beauceville Ouest	531 30	784	8,647 19	50 79	385	6,912 30	329 03	35 21		1 43	253 00		31 00
Beauchene	188 03	64	1,124 61	5 61	2	30 40	1 50	2 58		0 51	163 00		19 00
Beauharnois	1,945 83	1,014	16,853 92	85 50	700	13,568 32	764 53	17 56	21 35	7 84	863 00	28 00	125 00
Beauport	413 86	356	4,385 43	25 77	221	3,661 76	503 45	16 48		0 94	203 00	16 00	25 00
Beaupré	280 58	35	564 60	3 20	34	720 27	82 75	1 74		4 59	123 00		13 00
Beaurivage	344 73	529	11,029 33	49 21	118	3,081 53	166 50	22 44		0 77	167 00		19 00
Beauséjour	176 21	144	2,562 03	12 15	6	58 10	13 45	5 82		3 26	82 00		6 00
Bécancour	540 57	668	16,353 67	68 83	188	3,143 19	299 92	28 60	34 39	3 80	313 00	58 00	31 00
Bedford	1,774 18	1,735	12,256 69	87 56	1,017	11,663 62	1,388 67	79 87	51 68	1 22	748 50		100 00
Beebe	806 89	659	7,159 17	49 71	349	1,089 27	935 35	29 85		1 69	306 00		38 00
Beebe Junction	407 64	488	5,160 49	46 98	71	516 37	87 55	20 23		1 86	242 50	32 00	22 00
a Bellerive	505 78	633	4,920 72	40 67	92	1,016 05	19 30	26 24			385 00		44 00
Beloeil Station	595 91	449	4,943 98	40 86	92	1,289 10	50 30	18 88		1 16	231 00		25 00
Beloeil Village	560 31	756	9,337 09	50 69	185	2,887 86	155 60	32 09		0 84	300 00	30 00	31 00
Bergerville	537 89	109	1,750 96	10 28	191	2,390 79	339 26	6 27		7 41	251 00		28 00
Berthier (en bas)	271 18	331	3,557 32	21 00	193	5,517 37	235 88	15 17		2 31	137 00		13 00
Berthier (en haut)	1,875 67	965	10,853 56	62 70	1,206	19,453 07	1,067 71	50 96	53 18	3 93	*c*764 00	24 00	
Bic	868 57	1,068	19,278 63	94 28	548	10,517 03	638 23	48 20		11 30	513 00	18 00	50 00
Bienville	484 01	308	3,159 30	18 45	147	3,364 08	326 00	13 79		0 95	246 00		25 00
Birchton	226 84	162	2,245 12	11 76	46	860 93	67 83	6 94		2 34	130 00	4 00	13 00
Bishop's Crossing	699 91	669	6,223 11	40 87	212	4,883 78	437 51	28 88		4 85	340 00	18 00	38 00
Black Cape	260 61	645	9,077 10	48 79	88	1,816 02	232 14	26 68	2 89	4 93	169 00	3 00	19 00
Black Lake	2,647 50	5,085	55,017 61	497 18	670	11,243 46	1,413 82	210 10		3 99	870 59	78 00	100 00
Blaisville	420 22	428	5,971 05	32 80	65	830 83	201 55	17 77		2 93	191 66		19 00
Bolduc	112 84	1,029	17,931 36	92 84	105	2,264 09	326 36	42 21		4 65	227 00	30 00	19 00
Bolton Centre	177 24	194	2,038 42	12 60	91	1,285 81	141 65	8 67		3 01	93 00	44 00	6 00
Bonaventure	623 63	1,296	16,058 88	90 68	231	3,257 50	533 65	51 15		4 85	313 00	12 00	38 00
b Bon Conseil	162 32	137	2,044 08	11 41	6	40 42	27 10	5 51		1 86	74 00		6 00
Boucherville	983 57	506	9,117 32	44 74	188	2,880 18	135 15	22 12		0 35	376 00		44 00
Bouchette	296 43	359	5,824 80	30 38	49	914 41	189 07	14 85		5 38	162 50		16 00
Bras d'Apic	69 98	209	4,681 38	22 35	6	83 53	23 16	8 42		1 00	40 00		
Breakeyville	319 29	412	4,220 92	26 59	35	392 60	156 15	16 83			156 50		16 00
Brébeuf	57 92	203	5,112 97	22 61	18	397 99	16 10	8 30		0 95	47 50		3 00
Bristol	379 44	350	4,126 30	23 80	167	2,680 75	304 06	15 67		1 89	203 50		22 00
Brome	482 89	287	3,730 70	21 05	175	1,605 38	185 58	13 23		3 41	233 00	4 00	25 00
Bromptonville	1,459 41	1,540	14,407 47	90 45	613	7,111 88	568 47	67 73		2 46	642 00	8 00	75 00
Broughton Sta	270 56	431	7,062 81	35 33	200	4,450 21	243 45	19 21		2 06	153 00	3 00	19 00
Brownsburg	1,641 81	2,268	28,679 96	216 08	213	4,165 03	175 95	92 85	46 52	5 98	676 00	8 00	75 00
Bryson	697 87	821	11,436 17	58 92	449	5,775 92	547 96	37 33	2 59	3 31	374 00	3 00	38 00
Buckingham	4,676 82	4,156	39,372 21	258 13	1,613	33,018 90	1,441 11	182 37	65 36	6 41	*c*1,628 00	166 00	
Bury	2,215 28	1,334	27,300 14	124 85	216	2,890 20	739 42	55 52		4 58	495 00	25 00	50 00
Cabano	1,203 04	1,135	25,679 13	118 82	251	3,982 31	325 81	47 91		24 18	543 00	1 75	50 00
Cacouna	758 51	627	12,140 18	59 07	314	5,731 01	595 86	28 22	12 70	7 71	450 00	3 00	44 00
Calumet	821 91	835	11,253 07	61 07	178	2,498 89	339 21	35 18	24 73	3 29	381 50		11 00
Calumet Island	201 36	196	3,468 74	16 82	47	1,075 27	95 35	8 31	3 53	2 37	118 00	30 00	13 00
Campbell's Bay	1,002 33	347	6,254 36	29 92	236	4,026 42	841 78	14 64		6 98	486 00	10 00	50 00
Cap Chat	491 80	257	5,729 27	26 88	114	2,389 23	253 61	11 42	2 58	15 40	257 00		25 00

a Non-accounting from Oct. 7, 1910. *b* Accounting from Sept. 1, 1910. *c* Including commission on Box Rents. *d* Accounting from May 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Cape Cove	367 58	653	8,764 16	48 82	104	2,089 90	243 81	27 16	....	4 65	211 00	....	19 00
Capelton	336 28	912	11,910 63	79 40	299	2,900 43	165 50	39 47	6 06	2 72	180 00	58 00	19 00
Caplin River	210 61	282	6,757 23	30 61	64	1,393 39	103 93	11 92	....	9 19	128 00	25 00	13 00
Cap Magdeleine	451 41	475	7,130 71	36 71	1,171	6,251 18	1,750 89	30 71	....	0 38	210 50	....	22 00
Cap Rouge	261 23	357	5,722 21	37 09	74	1,625 25	247 10	15 02	9 41	1 70	250 00	....	25 00
Cap St. Ignace	771 49	1,310	16,204 78	87 97	488	9,017 79	867 61	57 28	....	6 99	423 00	....	50 00
Cap Santé	331 82	231	4,898 78	22 32	362	4,497 33	479 05	12 86	....	5 03	190 00	....	22 00
a Carillon	305 17	200	2,211 77	14 07	23	350 16	199 55	8 23	....	0 50	283 00	30 00	19 00
Carleton	288 36	423	6,739 92	34 55	130	2,315 32	244 92	18 22	....	3 40	135 00	....	13 00
Carleton Centre	218 22	390	5,319 60	27 66	134	1,526 67	186 05	16 94	....	2 10	88 00	....	6 00
Carrier	307 00	257	5,296 06	23 68	58	442 44	3,522 16	10 86	....	1 19	*d*50 00	10 00	6 00
Cascades	138 94	28	395 57	2 05	3	62 00	24 75	1 06	....	0 76	102 00	....	13 00
Causapscal	691 22	674	11,428 03	58 33	148	3,437 21	351 85	28 44	....	7 73	368 00	....	44 00
Cedar Hall	946 66	577	7,741 20	43 68	419	8,942 36	807 76	27 27	....	11 22	434 00	3 00	50 00
Cedars	325 88	771	14,116 19	66 25	154	2,262 96	88 68	32 38	35 12	0 65	165 00	....	19 00
Chambly	542 80	382	4,651 63	26 94	195	3,266 07	116 64	17 23	....	0 35	312 50	....	38 00
Chambly Canton	781 97	742	11,337 60	63 66	370	4,690 52	316 41	33 38	101 34	3 89	364 00	....	44 00
Chambord	279 05	647	11,160 54	54 27	217	4,097 59	356 13	28 05	....	6 20	161 50	....	16 00
Champlain	534 48	1,094	20,367 06	93 59	437	11,056 43	487 18	48 13	....	3 50	263 00	....	31 00
Chapleau	510 60	1,210	15,206 89	83 80	181	3,608 26	209 40	50 21	....	4 30	278 00	14 00	31 00
Charlemagne	264 25	263	6,277 90	28 55	77	677 96	72 40	11 29	....	2 47	131 00	....	13 00
Charlesbourg	390 00	443	6,353 90	34 58	215	1,283 91	606 60	19 87	....	0 30	201 00	....	19 00
Charny	471 63	820	8,045 94	49 15	82	860 14	278 41	33 62	....	3 26	226 00	....	25 00
Chartierville	486 29	778	7,654 00	43 70	68	1,383 92	93 20	31 80	....	1 76	200 00	....	25 00
Chateauguay	212 78	2 98	4,444 08	23 10	69	923 80	39 00	12 61	....	0 33	110 00	....	13 00
Chateauguay Basin	468 44	207	4,705 75	23 43	96	1,264 36	287 20	9 24	....	1 71	228 00	....	25 00
Chateau Richer	202 59	237	6,147 57	27 82	65	1,275 07	187 46	10 13	....	3 40	97 00	....	6 00
Chateauvert	443 75	608	17,320 87	73 65	155	2,127 32	369 54	25 87	....	19 77	213 00	....	25 00
Chaudiere Curve	196 77	326	5,303 07	26 51	142	1,615 29	209 36	14 46	....	2 22	103 00	....	13 00
Chelsea	294 54	204	2,881 79	15 60	126	2,015 32	148 49	9 42	0 30	0 75	115 00	....	13 00
Chemin Tache	204 80	511	12,957 16	57 15	62	1,027 27	185 75	21 06	....	9 24	103 00	....	13 00
Cheneville	572 92	842	16,144 69	79 17	262	5,520 46	432 28	36 30	59 64	6 31	316 00	6 00	31 00
Cherry River	76 63	86	1,207 90	6 43	5	13 56	....	3 49	....	0 24	36 00	....	....

Chicoutimi	5,277 30	1,413	27,441 81	150 28	2,433	39,047 17	5,552 84	80 85	8 86	22 11	*b*1,834 50	85 00	....
Chicoutimi Ouest	640 24	406	8,443 79	40 58	26	2,640 58	55 50	16 50	....	5 27	270 00	....	25 00
Clarenceville	772 70	935	11,746 29	63 98	143	1,500 01	181 45	38 83	40 70	3 07	413 00	18 00	44 00
Clarke City	250 33	504	9,177 56	53 34	26	1.130 39	22 90	20 42	7 57	2 35	219 00	3 00	19 00
Coaticook	5,273 74	2,075	20,281 07	127 77	2,239	29,000 27	3,201 64	105 39	15 17	23 29	*b*1,941 50	178 00	....
Como	287 92	333	3,068 29	19 53	44	862 45	99 25	13 76	....	0 86	137 00	5 00	13 00
Compton	773 90	757	10,456 39	57 68	261	4,760 28	389 29	32 89	1 13	5 26	450 00	48 00	44 00
Contrecœur	408 68	617	10,270 79	49 85	119	2,142 65	75 50	25 87	8 38	....	180 00	....	19 00
Cookshire	3,598 42	1,908	22,154 23	131 56	1,382	26,330 63	1,690 11	90 14	2 90	8 37	1,284 00	215 00	66 64
Coteau du Lac	291 40	478	6,674 57	34 41	139	1,799 15	185 24	20 51	....	1 08	149 00	....	13 00
Coteau Landing	426 45	719	10,329 14	57 10	353	4,849 94	294 14	32 29	....	0 86	208 00	....	25 00
Côteau Station	543 64	213	2,079 23	13 11	204	2,515 76	199 61	10 56	....	3 29	245 00	....	25 00
Courcelles	481 72	661	8,132 23	46 38	105	2,126 48	155 41	27 49	....	4 68	249 00	....	25 00
Cowansville	2,990 99	815	8,910 21	57 44	1,304	15,937 16	2,702 78	45 64	1 52	15 34	1,020 00	....	150 00
Cushing	210 38	222	3,162 65	16 66	43	878 49	15 50	9 51	....	2 10	121 00	36 00	13 00
Dalhousie Station	500 53	336	5,171 06	27 43	175	2,933 59	267 84	15 19	....	3 18	265 00	....	31 00
Dalibaire	218 74	41	1,648 20	6 18	24	553 10	115 35	1 88	....	4 35	143 00	....	13 00
Danville	3,815 34	3,410	29,743 70	198 24	1,426	23,112 02	2,562 28	150 66	5 30	10 29	1,332 00	378 00	200 00
Daveluyville	358 29	782	12,335 14	61 68	297	5,190 91	379 77	34 25	....	1 92	150 00	....	13 00
Davidson	396 64	50	1.546 79	6 27	9	97 85	28 75	2 09	....	2 91	210 00	....	19 00
Delisle	370 63	292	12,479 65	47 82	65	1,977 48	327 69	12 33	....	15 20	182 00	30 00	19 00
Deschaillons	979 69	436	10,890 55	48 13	393	7,831 78	726 32	21 37	....	13 65	490 00	....	50 00
Deschambault	591 99	856	11,352 74	69 50	512	12,910 65	690 42	39 36	31 28	4 54	264 00	....	31 00
D'Israeli	1,436 20	1,688	19,712 11	111 19	2,272	14,899 71	1,240 07	90 24	....	10 48	624 50	38 00	75 00
Dixville	303 20	333	4,682 07	25 62	161	2,168 69	90 37	14 93	....	5 01	175 00	0 50	16 00
Doreil	139 05	171	3,284 97	16 54	3	50 50	90 61	6 87	....	2 48	102 00	....	13 00
Dorval Station	1,258 89	52	1,051 49	6 08	4	36 25	44 80	2 12	....	1 51	221 00	....	25 00
Douglastown	292 29	90	3,370 27	13 50	57	1,358 11	139 21	4 17	....	10 98	170 00	7 00	13 00
Drummondville East	2,680 37	1,621	17,718 45	105 07	1,476	21,920 59	2,291 39	79 60	4 14	6 72	*b*992 00	61 67	....
Dundee	293 87	77	739 42	4 32	21	448 34	27 00	3 29	....	0 17	143 00	....	13 00
Dunham	1,017 45	1,166	10,694 67	70 57	417	7,981 75	459 67	50 81	0 79	2 33	504 00	4 00	50 00
East Angus	1,774 12	1,859	25,806 74	147 62	490	5,430 84	533 54	79 26	6 99	19 44	637 00	6 00	75 00
East Broughton	272 63	786	12,669 96	63 54	105	2,219 95	245 38	32 49	....	4 83	150 00	....	13 00
East Broughton Station	648 77	1,396	13,683 25	82 94	252	4,384 20	315 02	58 36	....	1 94	406 50	35 00	47 00
East Farnham	229 78	112	1,020 70	6 79	51	725 89	121 15	4 99	....	1 29	145 00	....	13 00
Eastman	894 37	638	6,339 91	39 60	266	4,142 36	558 90	28 18	0 03	6 33	475 00	5 00	50 00
East Templeton	251 00	317	4,276 95	22 26	77	1,403 04	252 15	13 45	....	0 90	148 00	....	13 00
Esquimaux Point	140 14	168	4,614 68	21 09	11	381 54	104 03	6 83	....	4 16	101 50	55 00	6 00
Etang du Nord	201 82	510	12,549 60	52 54	55	1,228 96	33 29	20 95	....	1 45	85 00	....	6 00
c Fabre	190 98	92	2,031 88	9 57	10	238 85	50 70	3 78	....	1 31	104 00	....	13 00
Farnham	4,091 43	4,452	44,876 41	282 58	1,972	24,796 89	1,428 99	197 80	176 84	6 97	*b*1,416 00	14 00	....
Farrellton	264 71	154	2,811 03	14 19	40	617 91	36 40	6 56	....	2 47	113 00	2 50	13 00
Fasset	973 16	1,104	16,564 74	92 88	152	1,952 80	105 13	45 68	....	4 78	440 50	....	50 00
Father Point	301 27	344	4,859 62	25 86	66	1,534 07	87 55	14 42	....	1 46	193 00	....	19 00
Ferme Neuve	218 59	316	7,021 80	33 62	50	860 66	195 60	13 14	....	8 53	106 00	....	13 00
Fitch Bay	457 08	869	6,830 73	46 83	102	1,358 41	144 95	35 78	....	1 30	223 00	....	25 00
Fort Coulonge	1,395 65	396	7,370 95	37 69	254	4,858 40	493 42	18 38	....	17 73	621 00	62 00	75 00
Foster	314 78	459	5,233 34	29 50	69	717 45	113 30	19 05	....	0 72	159 00	24 00	19 00
Fox River	334 10	520	8,297 02	43 32	52	875 42	206 99	21 32	....	9 62	172 00	42 00	19 00

a Accounting from May 1, 1910. *b* Including commission on box rents. *c* Accounting from Nov. 1, 1911. *d* See footnote at end of Province.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Frampton	442 71	485	10,724 87	49 53	142	3,425 94	300 72	20 82	....	6 59	206 00	7 00	25 00
Franklin Centre	902 41	623	7,975 26	43 46	348	3,428 57	954 14	28 40	8 67	2 01	159 00	12 00	19 00
Frelighsburg	927 88	1,024	8,742 18	58 86	229	2,235 65	147 58	43 25	6 41	4 24	500 00	20 00	50 00
Gamelin	714 66	142	1,501 41	9 69	106	2,400 16	262 75	6 74	....	0 35	323 00	....	38 00
Garneau	369 67	997	21,032 93	115 83	56	710 20	116 70	40 44	....	5 26	225 00	....	25 00
Garthby Station	800 27	674	9,115 71	50 98	376	6,051 41	564 33	30 72	....	4 80	343 00	8 00	38 00
Gascons	245 36	64	1,621 00	7 07	38	495 34	262 26	2 94	....	6 13	189 50	....	16 00
Gaspé	1,526 38	847	19,897 70	98 15	279	7,512 09	932 98	36 67	6 20	22 63	863 00	246 00	100 00
Gentilly	512 33	829	18,397 36	82 32	414	9,828 31	253 35	37 30	....	4 17	305 00	3 00	31 00
Georgeville	590 76	547	5,849 55	36 10	126	1,554 14	98 15	23 14	0 61	3 62	441 00	4 00	44 00
Gracefield	578 09	1,191	18,184 15	95 47	157	2,801 00	514 15	49 21	1 62	3 71	288 00	50 00	31 00
Granby	8,789 19	2,985	39,953 86	218 05	2,900	37,949 91	3,066 49	148 40	3 42	28 69	2,624 00	85 00	....
Grand Cascapedia	311 12	618	7,656 60	43 07	73	1,505 45	124 69	25 45	....	2 72	177 00	....	19 00
Grande Baie	353 57	828	20,263 73	89 02	92	3,357 66	157 72	34 04	....	8 87	223 00	30 00	19 00
Grande Entry	95 99	405	8,274 47	36 15	17	553 46	11 00	16 37	....	0 60	50 00	14 00	....
Grande Grève	223 07	320	3,845 44	21 58	7	67 36	23 94	12 87	....	2 05	130 50	....	13 00
Grande Ligne	442 13	274	4,522 24	30 51	216	2,773 03	373 23	13 12	....	3 48	200 00	....	19 00
a Grandes Bergeronnes	199 07	23	1,056 90	3 74	6	63 62	127 18	0 98	....	1 13	92 00	....	6 00
Grandes Piles	434 75	668	15,643 34	69 91	169	3,893 35	310 82	28 41	....	4 88	204 00	60 00	25 00
Grand Mère	2,402 48	354	3,363 92	35 47	1,083	20,516 84	703 00	24 99	....	6 86	848 00	176 00	125 00
Grand Mère Village	2,305 55	3,192	42,809 81	230 29	443	6,085 51	1,019 23	132 11	....	6 86	933 00	....	125 00
Grand Metis	279 80	204	3,149 07	16 93	53	912 78	163 03	8 69	....	3 53	177 50	....	19 00
Grand River	929 32	574	6,940 57	41 83	221	4,916 91	758 99	25 17	....	6 48	494 00	....	50 00
Grenville	885 19	1,391	18,857 51	101 25	324	4,154 82	388 77	58 88	50 03	3 29	491 00	48 00	50 00
Griffin Cove	140 10	58	1,074 28	5 37	10	78 25	113 85	2 42	....	4 61	127 00	....	13 00
Grindstone Island	258 13	598	13,808 47	62 22	52	1,280 51	22 21	24 44	....	3 26	106 00	28 00	9 50
Grondines	240 13	416	4,888 00	27 23	210	4,774 79	146 70	18 74	....	3 63	125 00	16 00	13 00
Guay	838 85	421	3,656 90	25 35	74	1,280 46	188 70	17 58	....	0 85	449 00	....	50 00
Guigues	232 84	785	14,349 19	69 29	143	3,387 27	172 26	32 83	....	3 90	132 00	....	13 00
Hatley	533 40	398	4,821 89	28 84	113	1,416 89	123 36	17 05	0 12	4 77	268 00	....	31 00
Havre Aubert	159 62	558	12,087 67	52 96	136	4,379 95	127 93	23 68	....	0 58	88 00	15 00	6 00
Hebertville	470 47	521	14,318 24	60 87	184	4,305 87	445 93	22 68	....	8 46	285 00	10 00	25 00
Hebertville Station	928 09	319	7,012 41	33 15	190	3,580 22	867 46	14 66	....	5 80	445 00	....	50 00

Hemmingford	1,014 89	341	5,043 23	26 41	284	4,161 98	193 35	16 48	38 19	4 85	532 00	70 00	50 00
Henryville	596 73	195	5,970 56	24 76	191	3,947 74	39 08	9 71	101 02	7 42	320 00	....	31 00
Hervey Junction	1,080 03	220	5,648 58	28 37	33	633 79	49 23	9 13	....	5 97	607 50	....	62 50
House Harbour	122 02	727	18,252 55	78 20	79	1,930 44	73 70	29 87	0 62	1 76	58 00	....	6 00
Howick	775 99	668	10,279 11	55 22	156	3,222 36	164 65	28 28	27 88	4 06	349 00	....	38 00
Howick Station	391 85	213	1,760 30	12 41	37	1,387 98	18 90	10 09	....	....	191 00	....	19 00
Huberdeau	372 03	748	12,772 89	62 78	177	2,885 07	242 32	31 69	....	2 51	226 00	81 00	19 00
Hudson	322 65	43	1,335 48	7 43	46	631 19	75 75	2 18	0 01	6 45	143 00	....	13 00
Hudson Heights	536 01	251	2,846 67	17 16	41	722 79	76 90	10 45	....	1 94	244 00	....	25 00
Hull	8,978 30	3,489	41,718 99	241 71	3,607	57,794 98	5,845 12	175 63	165 80	11 57	*b*2,843 50	7 00	....
Huntingdon	3,144 92	2,456	28,470 88	163 53	1,022	14,834 48	1,455 33	108 46	70 43	7 24	1,175 00	168 00	175 00
Iberville	1,845 37	2,168	27,369 54	179 16	865	13,409 02	626 97	95 37	79 32	9 76	*b*738 50	....	....
Indian Lorette	636 95	472	4,864 59	30 18	158	2,597 46	196 60	20 46	....	2 54	285 00	58 00	31 00
Inverness	854 50	1,235	15,130 41	81 62	459	7,367 86	828 71	53 99	7 83	5 18	434 00	52 00	50 00
Isle aux Grues	123 56	153	3,932 55	16 91	57	1,437 83	83 46	6 73	....	1 19	64 00	....	6 00
Isle aux Noix	170 37	31	960 08	4 09	52	613 09	12 25	1 76	....	1 31	103 00	....	6 00
Isle Verte	750 95	900	12,181 78	66 31	369	5,709 99	543 72	39 69	10 78	7 91	441 00	25 00	44 00
Johnville	385 24	115	1,647 58	9 10	40	421 07	168 46	5 00	....	3 22	178 00	....	19 00
Joliette	7.007 93	2,189	30,400 11	175 16	4,119	69,672 05	5,929 11	128 75	3 56	18 57	*b*2,100 00	100 00	....
Jonquières	986 95	1,312	21,703 46	110 32	132	2,028 27	304 81	52 80	....	8 99	492 00	22 00	50 00
Kamouraska	590 01	827	9,751 90	54 06	280	4,411 79	575 80	35 88	....	1 92	374 25	....	36 25
Kazubazua	430 17	306	4,937 96	25 37	110	1,438 43	325 59	13 34	....	2 28	235 00	....	25 00
Kiamika	155 63	104	2,088 38	10 72	37	1,095 73	288 13	4 53	....	5 25	111 50	70 00	9 50
Kildare	196 81	344	4,515 58	23 83	55	817 61	257 69	14 51	....	73	109 00	45 00	13 00
Kingsbury	390 23	187	2,639 32	15 71	131	1,271 70	93 67	8 79	....	9 69	199 00	14 00	19 00
Kingsey Falls	465 12	769	9,439 54	52 16	119	1,787 11	185 25	31 95	5 88	3 46	255 00	7 00	28 00
Kinnear's Mills	158 88	272	4,471 70	22 36	47	1,066 64	71 72	11 35	2 40	2 69	114 00	6 00	9 50
Kippewa	412 38	381	11,035 89	75 08	12	158 15	21 00	15 36	....	1 63	159 00	13 47	19 00
Knowlton	2,709 94	473	7,914 14	43 99	752	9,381 41	1,524 64	26 41	9 40	20 28	*b*610 23	24 00	....
La Baie	686 38	470	4,238 86	26 68	142	3,954 55	340 35	20 22	....	1 47	340 00	....	38 00
La Baie Shawengan	286 90	525	10,046 31	50 72	65	642 20	121 30	21 65	....	3 16	100 00	....	6 00
Labelle	881 90	1,801	28'238 61	142 99	371	5,558 33	748 64	75 75	....	5 09	510 00	10 00	50 00
Lac à la Tortue	214 81	523	8,904 35	43 83	179	3,008 04	204 04	22 71	....	1 14	126 00	7 00	13 00
Lac au Saumon	777 90	977	12,708 77	73 57	186	3,385 75	428 62	40 94	37	11 48	414 00	2 25	41 00
Lac aux Sables Sta	180 09	503	10,920 38	50 52	134	2,096 67	264 15	21 46	....	7 62	93 00	30 00	6 00
Lac Bouchette	232 30	790	11,080 01	57 02	56	1,410 40	204 41	32 16	....	1 13	120 00	....	13 00
Lac des Ecorces	179 69	275	2,999 29	18 18	30	1,033 85	185 72	11 30	....	2 50	108 00	3 00	13 00
Lachine	4,450 08	2,360	18,939 05	164 55	880	11,567 09	874 00	103 20	59 34	1 38	*b*1,356 00	....	....
Lachine Locks	5,216 02	2,956	44,670 06	403 27	483	7,387 15	548 46	123 07	58 48	9 00	1,713 00	....	250 00
Lachute	3,291 87	2,354	27,457 63	160 65	1,446	27,185 93	1,684 96	88 62	211 78	10 03	1,067 00	161 00	....
Lachute Mills	1,088 74	1,052	10,051 61	61 09	196	2,410 32	290 89	41 04	....	5 49	522 00	....	50 00
Lac Masson	317 26	697	12,645 55	62 10	127	2,698 81	537 65	29 15	34 63	1 97	147 00	18 00	13 00
Lacolle	740 21	1,266	17,686 98	91 14	289	4,683 27	249 40	53 53	66 01	1 93	400 00	28 00	44 00
La Conception	94 10	149	13,565 27	56 12	62	985 22	73 95	18 58	....	2 93	58 00	....	6 00
Ladysmith	194 91	559	6,935 87	38 38	43	648 75	197 14	22 79	....	1 91	102 50	5 00	9 50
Lake Edward	515 60	109	2,139 23	11 32	66	2,409 15	87 19	5 02	....	8 65	283 00	....	31 00
Lake Etchemin	335 58	343	9,879 90	11 79	79	1,978 93	224 69	14 51	....	10 33	157 26	33 50	13 00
Lake Mégantic	2,572 01	2,057	29,098 21	155 51	1,374	21,091 50	1,922 17	96 02	1 00	13 23	1,107 00	....	150 00
Lake St. Mary	172 67	264	2,977 54	17 72	17	131 11	57 60	10 73	....	0 91	79 00	9 00	6 00

a Accounting from September 1, 1910. *b* Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lake Weedon	232 04	237	4,366 98	21 46	29	483 45	179 72	9 77	....	3 83	141 00	....	13 00
La Macaza	162 58	423	6,147 29	32 46	178	1,927 35	160 70	18 70	....	1 05	86 00	....	6 00
Lamartine	307 48	574	8,905 78	46 19	106	1,962 43	207 22	24 02	....	4 72	152 00	8 00	19 00
Lambton	683 82	1,112	23,525 20	114 98	344	6,797 54	526 13	59 92	....	3 00	396 00	....	44 00
a Langevin	523 53	342	8,220 18	36 57	28	696 56	101 56	13 96	....	7 93	192 26	....	19 00
L'Annonciation	845 10	1,942	34,515 18	169 78	398	6,850 21	534 99	81 66	7 13	3 86	509 00	55 00	50 00
Lanoraie	377 65	795	15,243 66	70 05	238	5,046 10	264 35	34 18	....	0 99	185 00	3 00	19 00
L'Anse à la Louise	182 16	134	1,542 67	8 69	9	119 15	152 05	5 45	....	5 66	96 00	....	6 00
La Patrie	567 32	1,244	18,707 98	97 22	357	4,454 18	402 70	53 33	1 02	3 86	311 00	74 00	31 00
Laprairie	1,371 14	1,524	17,641 66	133 87	580	10,534 50	566 17	66 76	81 21	2 34	*b* 623 00	....	....
L'Ascension	213 52	354	8,059 81	37 25	146	3,421 79	96 40	15 62	....	3 88	140 00	....	13 00
L'Assomption	1,453 60	1,652	11,846 24	85 08	809	14,843 92	803 38	74 17	....	1 13	*b* 621 00	9 00	....
La Trappe	503 60	292	3,679 34	26 50	354	3,118 01	654 42	15 22	0 75	3 85	200 00	....	25 00
La Tuque	4,519 27	7,613	236,551 58	1,913 66	328	8,465 53	492 90	307 30	8 58	8 40	1,484 00	....	200 00
Laurentides	1,274 65	676	10,280 60	52 16	471	8,857 85	763 93	31 75	0 33	3 27	545 00	....	50 00
Laurierville	486 58	381	7,430 81	34 55	201	3,028 60	334 75	17 25	....	13 20	230 00	....	25 00
Lauzon	1,212 84	820	8,733 67	62 09	519	11,649 40	721 76	37 99	....	1 21	583 00	....	75 00
Lavaltrie	166 77	372	7,353 16	34 45	62	1,113 53	24 05	15 50	....	0 82	100 50	....	9 50
L'Avenir	409 10	1,442	27,331 74	127 25	213	3,447 00	192 28	59 81	....	3 56	217 00	....	25 00
Lawrenceville	329 46	242	3,479 30	18 67	193	3,668 03	301 66	11 61	....	3 14	202 50	14 00	22 00
Leeds Village	434 37	1,174	20,129 55	96 78	167	2,966 22	292 15	48 63	32 37	2 52	227 00	22 00	25 00
Lennoxville	3,161 83	1,975	22,140 19	150 89	787	9,957 59	1,255 20	86 87	5 67	17 30	1,201 00	30 00	175 00
L'Epiphanie	734 27	723	7,408 18	45 93	396	7,022 10	272 72	32 88	8 28	3 24	382 00	40 00	44 00
Les Eboulements	629 59	833	14,375 19	68 58	410	9,620 15	451 63	37 42	....	2 01	351 00	40 00	38 00
Les Ecureuils	168 19	313	3,710 45	21 32	70	2,103 44	65 08	13 22	....	1 75	92 50	....	9 50
Les Escoumains	361 80	584	9,274 00	46 63	41	1,019 90	219 32	23 77	....	5 75	*c* 202 00	50 20	19 00
Lévis	4,157 26	1,836	27,203 89	155 26	9,499	109,762 88	12,630 50	168 43	1 99	3 26	*b* 1,393 00	540 00	....
Lime Ridge	175 20	240	2,778 08	17 58	40	148 95	7 80	10 00	....	1 19	105 00	....	9 50
Linière	522 53	704	9,899 63	53 90	117	2,381 10	466 80	29 33	....	6 07	295 00	59 00	25 00
L'Islet	958 84	818	7,935 40	49 49	620	12,411 70	670 21	38 92	....	5 46	461 00	50 00	....
Little Cascapedia	356 53	514	5,508 23	32 62	102	2,494 82	181 85	21 58	....	2 91	280 00	....	34 50
Little Métis	835 25	1,151	19,323 38	99 93	236	7,044 79	396 93	48 40	10 13	5 45	473 00	10 00	50 00
Long Point	510 86	571	7,556 46	59 87	116	3,812 50	119 90	20 56	....	0 59	*182 00	....	19 00
Longueuil	1,965 29	1,790	13,279 98	106 63	1,347	12,712 86	1,226 84	85 07	8 95	0 55	*b* 708 00	....	....

Lorette	397 10	516	6,509 94	35 83	86	1,357 07	302 25	21 50		1 86	203 00		25 00
Lorne	157 36	183	4,025 72	18 56	47	760 81	180 10	7 79		2 05	95 00		6 00
Lorrainville	265 31	346	9,823 20	42 06	70	3,253 46	303 75	14 54		9 46	127 50	18 00	13 00
Lotbinière	391 55	515	10,016 56	46 91	245	5,792 24	491 36	23 05	21 56	4 29	260 00	144 00	25 00
Louiseville	2,868 57	1,137	11,246 33	67 41	643	10,805 35	938 97	51 91		0 21	1,147 00	106 00	175 00
Low	228 19	145	2,020 20	10 82	66	1,106 55	163 08	6 46		2 31	116 00		13 00
Lyster Station	700 35	1,085	19,804 08	95 55	273	2,531 26	816 01	46 13	26 16	11 39	384 00	172 00	38 00
Macdonald College	2,046 70	1,594	13,142 68	100 29	722	10,629 88	1,199 37	70 98			810 00		125 00
Magog	4,057 60	2,850	32,135 82	204 08	1,343	13,994 07	1,362 87	127 43	19 92	14 42	*de*1,569 00	55 00	
Maniwaki	971 15	1,139	11,589 45	69 08	319	5,036 70	672 78	48 75	4 28	4 46	600 00	72 00	50 00
Manseau	549 60	533	4,861 89	31 56	151	2,914 73	204 34	22 83		4 76	292 00		31 00
Mansonville	901 45	552	5,294 89	33 78	248	2,922 09	332 93	24 56		3 40	490 50	22 00	50 00
Maple Grove	116 88	134	1,681 02	9 62	11	188 37	43 05	5 47		2 29	72 00	5 00	6 00
Marbleton	577 61	337	4,132 28	23 61	112	1,997 09	212 63	14 60		3 80	280 00		31 00
Maria	367 82	582	7,006 96	38 45	208	3,320 43	391 59	25 36		2 31	197 00	16 00	22 00
Marieville	1,397 92	1,424	23,320 44	116 38	887	12,766 31	569 56	65 43	109 74	4 03	612 50		75 00
Martinville	240 49	499	8,946 63	43 42	179	1,510 99	244 62	21 75		1 67	125 00		13 00
Mascouche	429 66	590	7,121 48	40 59	165	2,111 41	222 45	25 25		0 58	209 00	5 00	25 00
Masham Mills	176 06	82	2,325 73	9 71	39	903 06	99 08	3 67		3 42	109 00	14 00	9 50
Massawippi	312 09	125	1,862 53	10 23	82	1,216 02	133 14	5 82		6 86	152 00		19 00
Masson	528 15	562	6,958 21	40 02	437	7,021 20	391 89	26 85		5 16	274 00		31 00
Matane	1,384 80	1,044	18,689 01	97 00	377	7,508 07	694 74	45 53		16 84	645 00	221 00	75 00
Matapedia	865 74	2,237	25,123 91	147 19	145	2,259 01	240 00	90 93	14 77	1 80	459 00	60 00	50 00
Melbourne	539 77	816	5,753 48	43 00	117	1,479 19	241 93	33 81		2 54	344 00	130 00	34 50
Metabetchouan	936 81	1,357	36,830 80	156 97	310	7,470 62	720 65	57 38		12 69	503 50	8 00	50 00
Méthot's Mills	146 10	154	2,490 64	12 40	25	507 50	69 12	6 41		3 26	77 00		6 00
Milan	278 04	131	2,068 22	11 09	81	1,074 91	78 30	6 05		1 98	144 00	26 00	13 00
Mille Isles	91 07	114	1,894 74	9 75	41	630 11	41 60	4 97		0 75	44 00		
Mistassini	145 99	392	6,486 20	33 25	58	909 24	123 37	16 26		2 67	71 50	36 00	6 00
Montauban	426 81	393	9,383 75	43 69	163	2,176 93	769 33	17 35		9 90	209 00		25 00
Mont Carmel	231 20	280	4,364 83	21 89	66	1,845 50	64 20	11 86		2 28	140 00		16 00
Montcerf	290 10	108	2,556 27	11 72	48	1,132 65	259 19	4 80		7 42	142 00	3 00	13 00
Monte Bello	846 60	1,421	22,822 46	112 23	362	5,868 95	630 70	60 46	118 66	2 35	479 00	10 00	50 00
Montfort	305 78	302	4,182 70	22 45	120	1,685 37	192 35	13 28		0 97	165 00		19 00
Montmagny	3,609 96	2,552	26,358 47	160 33	2,579	52,484 07	4,760 69	127 87	4 78	12 11	1,236 00	40 00	
Montmorency Village	883 78	427	7,529 52	38 05	189	2,247 15	315 14	31 65		8 76	388 60	36 00	44 00
*h*Montpelier	256 51	22	692 97	2 79	3	82 50	613 50	0 91		0 62	104 00		13 00
Montreal	*1,152,177 27												
*Divided as follows:—													
Head Office	918,173 94	53,569	984,968 13	8,794 31	310,578	3,970,982 13	451,154 01			*e* 497 81	*f*		
Station B	574 13	27,987	313,375 87	2,759 12	581	8,824 50	6,328 24						
" C	123 20	9,105	149,623 63	1,141 35	216	3,238 73	2,693 05						
g " D	5,587 44	5,333	89,684 83	910 37	529	7,109 09	575 45						
" E	12,441 95	3,773	46.601 48	388 23	387	4,501 70	1,829 22						
Sub-office No. 15	1,254 00										100 00		
" No. 16	1,680 00	524	6,169 99	72 96	5	46 52	20 00	21 01	3 35	1 79	100 00		
" No. 17	1,764 00	562	5,121 33	38 41				20 08		0 81	100 00		

a Accounting from September 1, 1910. *b* Including commission on box rents. *c* Including $12 arrears night duty. *d* Including $170 arrears of box rents. *e* Commission to non-accounting offices, &c. *f* Salary, &c., entered in Auditor General's Report. *g* Accounting from June 1, 1910. *h* Accounting from December 1, 1910. * See footnote at end of Province.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B business	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sub-office No. 18	278 00	368	3,696 47	35 37	4	64 00	30 35	14 76	....	0 29	100 00	....	....
" No. 19	4,530 00	1,010	10,304 31	88 28	48	285 25	....	40 88	1 24	....	200 00	....	....
" No. 20	2,121 00	3,046	35,672 39	345 84	60	658 36	133 95	122 41	....	0 71	100 00	....	....
" No. 21	2,415 00	1,430	11,447 25	92 36	6	111 19	112 49	57 26	....	0 54	100 00	....	....
" No. 22	464 00	407	3,468 15	30 85	205	1,314 92	1,346 38	17 83	....	0 13	100 00	....	....
" No. 23	2,949 00	671	4,562 60	38 81	17	90 70	90 80	27 01	....	1 54	100 00	....	....
" No. 24	10,570 00	1,531	24,975 92	193 97	6	97 70	66 20	61 30	....	13 72	200 00	....	....
" No. 25	9,824 00	2,833	26,315 52	235 83	25	378 07	390 20	113 57	4 25	7 97	200 00	....	....
" No. 26	1,768 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 27	4,886 00	4,965	42,650 98	411 85	222	1,941 81	282 99	200 82	19 29	1 42	200 00	....	....
b " No. 28	2,175 00	466	4,045 78	29 75	15	97 27	57 98	18 79	....	0 87	108 33	....	....
" No. 29	420 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 30	1,563 00	1,824	15,607 80	140 01	11	218 62	....	73 07	....	0 90	100 00	....	....
c " No. 31	2,319 00	172	1,408 64	9 37	1	22 84	2 50	6 89	....	0 62	100 00	....	....
b " No. 32	1,700 00	515	4,282 93	40 91	7	58 87	40 42	20 67	....	0 93	107 80	....	....
" No. 33	1,178 00	....	....	....	....	....	....	....	....	....	100 00	....	....
d " No. 34	93 00	320	2,963 32	25 82	....	....	....	12 80	....	0 41	79 63	....	....
" No 35	1,169 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 36	1,405 00	404	2,814 50	23 16	1	6 00	35 20	16 17	....	0 61	100 00	....	....
" No. 37	2,818 00	1,842	16,034 09	109 65	58	539 48	68 80	74 26	1 75	0 93	150 00	....	....
b " No. 38	1,880 24	1,158	13,773 60	126 85	31	435 36	88 20	46 63	....	1 56	100 00	....	....
" No. 39	7,388 00	1,275	11,723 67	90 02	8	115 38	0 50	51 08	....	3 05	200 00	....	....
" No. 41	539 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 42	1,568 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 43	430 00	....	....	....	....	....	....	....	....	....	90 38	....	....
" No. 44	122 00	....	....	....	....	....	....	....	....	....	90 93	....	....
" No. 45	593 00	....	....	....	....	....	....	....	....	....	100 00	....	....
" No. 46	3,915 00	1,242	11,061 16	104 07	4	16 25	....	49 72	....	34	150 00	....	....
a " No. 47	1,423 00	449	3,483 90	26 26	5	38 85	28 25	18 01	....	94	55 97	....	....
" No. 48	1,258 00	....	....	....	....	....	....	....	....	....	76 65	....	....
" No. 49	449 00	....	....	....	....	....	....	....	....	....	50 00	....	....
" No. 50	385 00	....	....	....	....	....	....	....	....	....	31 23	....	....
" No. 51	331 00	....	....	....	....	....	....	....	....	....	26 08	....	....
" No. 52	35 00	....	....	....	....	....	....	....	....	....	22 22	....	....

" No. 53....		8	73 93	0 48									
Beaudoin St.	1,155 00										100 00		
Boulevard St. Denis.	2,921 00	2,499	26,637 59	213 61	101	1,124 41	291 45	100 97		68	150 00		
Boulevard St. Paul..	587 00										115 00		
Chaboillez Square ..	12,849 00	2,625	23.261 17	189 65	32	357 72		105 32		2 71	200 00		
gCity Councillor St..	1,932 00	12	81 63	66			23 50	48	02	26	125 00		
Cote des Neiges, Ouest	82 25										35 00		
Cote St. Louis	780 00	486	3,215 03	21 89	21	162 39	3 00	19 65		57	100 00		
De Lorimier........	4,966 00	1,818	15,341 46	131 96	67	1,285 72	386 19	74 39		99	200 00		
Hochelaga.	3,903 13	5,543	87,341 26	801 27	503	8,509 37	718 60	226 75	139 03	2 79	e-f646 00		
Leduc....	2,555 00	3,024	29,598 19	230 32	15	157 66		121 11		0 40	100 00		
Maisonneuve.	5,274 19	2,874	32,215 83	243 70	764	10,532 17	1,135 45	122 10		13 66	350 00		60 00
Mount Royal Ave ..	1,930 00	1,019	8,041 06	62 47	33	471 09	36 90	11 09		2 48	100 00		
" Vale..	74 00										19 30		
Notre Dame de Grace	294 42	148	1,275 00	9 85	115	907 39	57 95	7 07		0 25	135 00		
Ontario St. Centre..	2,755 00	261	5,261 12	26 70	10	65 85	211 00	10 54		9 73	150 00		
" East....	2,.35 00	1,726	15,003 44	102 28	41	526 97	162 60	69 45		1 29	150 00		
Parc Lafontaine....	1,336 00	987	8,939 73	64 06	93	815 16	322 70	40 41		2 35	100 00		
Park Avenue.....	3,862 00	825	5,819 97	46 73	16	165 58		33 16		4 02	150 00		
hPoint St. Charles....	463 00	330	4,942 68	48 02	33	364 87	37 00	13 53	1 86	0 25	12 50		
Prince Arthur St....	5,170 00	1,540	12,972 85	121 10	62	942 70	461 15	62 12	1 97	2 14	200 00		
Roy Street..........	4,850 00	1,490	13,611 36	96 18	53	182 85	321 89	60 23		1 54	200 00		
St. Catherine St. East	2,213 00										150 00		
" " West	13,049 00	2,436	17,735 23	153 48	128	1,706 48	481 45	98 72	1 52	2 96	200 00		
Ste. Cunegonde.....	8,770 00	3,432	40,481 85	341 46	276	4,395 01	488 23	140 04		1 36	200 00		
iSt. Denis St........	6,059 90	1,279	15,644 59	102 59	41	230 25	45 20	51 57		8 65	150 00		
St. Henri de Montreal	9,283 67	6,435	87,581 66	692 11	848	12,576 32	1,317 39	265 88	85 31	3 29	d628 00		
St. J. Baptiste "	3,695 65	2,062	18,104 83	146 78	56	782 65	390 62	83 01		1 66	600 00		80 00
jSt. Jean de la Croix..	889 00	488	5,634 16	49 47	8	84 36	14 00	19 60		1 08	94 11		
St. Lawrence St. Cent	8,643 00	8,653	142,096 08	1,357 92	120	2,004 13	25 53	347 32	86 09	6 31	200 00		
St. Louis Square....	975 00	202	1,426 04	11 93	17	222 12		8 25		0 23	100 00		
St. Paul..	3,131 00	2,678	22,924 56	209 61	115	1,334 56	307 83	108 27		5 61	150 00		
Verdun.....	2,567 00	2,468	17,260 33	181 26	277	4,250 32	401 17	101 49		0 78	175 00		
Victoria Ave.......	4,940 00	2,334	17,159 46	155 88	25	108 62	55 31	93 61		6 06	150 00		
Villeneuve.....	1,199 00										100 00		
Villeray...	173 00	209	1,478 54	10 74	22	175 01	97 95	8 58		0 64	100 00		
Westmount	9,666 25	5,583	43,212 87	383 38	951	12,052 04	1,534 04	232 83	36 16	4 24	500 00		
Youville.....	58 91										54 00		
Montreal West........	584 38	419	2,893 14	24 75	62	746 19	73 00	17 38		0 99	262 00	8 00	28 00
Mont Rolland.........	246 24	458	6,963 66	35 90	67	742 65	111 15	18 19	12 08	3 91	121 00		13 00
Morin Flats...........	336 16	416	6,123 70	32 98	79	1,571 31	274 14	17 43		2 91	158 00	28 00	13 00
Murray Bay... .	1,454 32	1,080	26,547 96	120 20	825	18,091 52	1,595 76	51 45	0 21	22 99	720 00	190 00	75 00
Namur................	252 54	129	2,665 21	12 77	49	774 89	205 95	5 65		4 54	104 00	6 00	13 00
Napiervile............	740 03	772	17,260 38	75 03	395	7,545 14	314 73	34 83	21 75	1 07	109 00	3 00	44 00
Neuville..	575 55	547	12,927 18	91 72	221	3,107 00	412 90	21 09		5 63	279 00	1 00	31 00
Newbois.........	197 69	447	9,474 46	43 12	40	1,119 90	59 94	18 28		1 88	102 00		13 00
New Carlisle...........	1,655 84	729	11,519 32	67 15	840	12,295 07	2,150 47	37 56	2 56	14 50	678 00		87 50

a Accounting from Dec. 1, 1910. *b* Accounting from June 1, 1911. *c* Accounting from September 1, 1910. *d* Closed January 16, 1911. *e* Including commission on Box Rents. *f* Including $2 arrears Box Rents. *g* Non-accounting from May 1, 1910. *h* Closed June 1, 1910. *i* Accounting from June 1, 1910. *j* Closed from August 1, 1910 to September 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Glasgow	387 78	297	7,414 22	33 30	217	4,640 15	207 30	14 05	....	8 10	239 00	....	25 00
New Liverpool	170 81	148	1,388 29	9 28	24	386 75	17 50	6 16	....	0 68	104 00	....	6 00
Newport Point	304 11	345	7,018 67	34 47	69	1,713 11	152 15	14 49	....	5 03	192 50	....	16 00
*d*New Richmond	499 08	193	2,758 28	14 79	84	2,178 40	77 70	6 84	....	2 39	30 67	....	....
New Richmond Station	493 22	1,273	14,562 31	84 16	31	523 52	73 31	51 23	....	4 06	207 00	3 09	25 00
New Richmond West	257 13	306	4,581 23	23 66	88	1,609 41	49 76	14 84	....	2 98	223 00	22 00	25 00
Nicolet	2,965 23	1,819	18,755 26	112 54	1,875	36,325 29	2,158 08	91 51	2 62	4 02	1,183 00	105 84	....
Nominingue	997 36	1,767	22,000 53	120 80	581	8,247 49	996 73	76 49	....	3 63	701 50	168 00	62 50
Normandin	445 97	1,403	33,175 13	145 63	317	9,045 41	317 53	59 29	....	5 77	235 00	28 00	25 00
North Coaticook	590 88	566	4,202 05	30 46	70	531 13	74 00	23 34	....	0 39	343 00	....	38 00
North Ham	273 84	454	11,169 11	50 06	90	2,064 62	134 73	19 06	....	4 11	129 00	3 00	13 00
North Hatley	2,294 49	1,309	15,096 69	92 54	449	6,148 49	576 24	56 85	....	10 83	941 50	45 00	125 00
North Nation Mills	268 10	396	4,967 29	27 97	98	1,712 68	30 12	16 82	....	2 98	149 00	6 00	13 00
North Timiskaming	485 09	918	17,861 23	82 67	169	5,930 55	77 50	34 41	....	4 54	237 00	6 00	25 00
North Wakefield	281 29	82	2,662 23	10 81	71	821 81	140 00	3 99	....	3 09	152 00	53 25	16 00
Notre Dame de Ham	169 75	56	1,588 09	6 66	75	1,560 71	198 98	2 99	....	3 03	102 00	2 50	13 00
Notre Dame de la Paix	202 13	294	6,820 23	29 37	58	1,276 46	105 38	12 34	....	4 09	93 00	....	6 00
Notre Dame de la Salette	273 23	663	9,003 57	48 97	157	3,507 03	141 47	28 09	7 72	1 57	129 00	....	13 00
Notre Dame de Levis	3,100 31	1,751	15,455 41	99 87	629	6,792 50	987 36	76 33	....	2 62	1,030 00	10 00	150 00
Notre Dame de Bois	336 07	509	9,110 96	44 55	89	1,775 19	88 30	21 25	....	4 58	165 00	....	19 00
Notre Dame de Stanbridge	275 18	498	8,178 73	40 12	110	1,631 11	104 10	21 02	20 25	0 81	143 00	....	13 00
Notre Dame du Lac	834 36	1,805	31,151 59	163 68	172	3,466 95	757 45	73 92	....	10 11	492 00	32 00	50 00
Notre Dame du Laus	255 37	314	5,722 99	28 79	90	2,191 72	255 45	13 46	....	4 70	156 75	22 71	13 00
Oka	460 93	684	7,630 13	45 32	114	1,818 97	203 55	28 50	....	1 15	212 00	....	19 00
Ormstown	1,751 78	1,374	20,526 75	106 77	847	12,709 51	1,524 87	63 43	28 41	11 98	731 00	20 00	100 00
Otter Lake	279 67	359	4,297 35	24 72	89	1,865 29	71 95	15 25	....	1 89	141 00	20 00	13 00
Pabos Mills	337 83	513	6,582 75	37 49	12	159 26	68 09	20 64	....	2 35	212 00	....	19 00
Papineauville	1,613 03	1,624	22,397 96	123 13	1,884	23,059 90	3,246 51	83 80	64 87	9 97	670 00	74 00	75 00
Paquette	195 00	299	6,417 24	30 38	116	1,415 30	114 88	13 12	....	4 13	100 00	....	6 00
Paspebiac	1,161 82	639	8,994 63	54 50	495	10,582 40	1,924 77	30 51	....	4 30	536 00	25 00	50 00
Paspebiac West	295 19	239	3,317 76	18 23	30	333 24	152 59	9 86	....	4 54	242 50	....	28 00
Pentecost River	102 31	64	1,570 38	7 38	7	340 78	60 80	2 63	2 00	7 32	72 50	4 00	00

Perce	586 58	547	7,475 92	41 32	169	2,652 43	671 18	23 57	7 60	5 38	389 00	270 00	38 00
f Peribonca	204 68	27	543 45	2 53	8	109 67	25 00	1 16	....	0 92	98 00	1 75	6 00
Perkins	306 77	19	593 25	2 34	84	2,379 80	95 15	1 60	....	6 08	153 00	....	19 00
Petite Matane	104 65	34	436 76	2 61	6	143 00	11 50	1 42	....	1 29	79 00	....	6 00
Phillipsburg East	608 71	673	10,186 05	76 60	157	1,818 35	36 85	28 49	....	6 71	306 00	....	31 00
Pierreville	2,207 68	671	7,148 29	42 21	1,064	18,723 36	872 75	37 48	8 02	1 64	832 00	96 00	....
Piopolis	106 50	152	2,712 06	13 18	10	196 99	57 55	6 18	....	2 85	86 00	....	6 00
Plessisville	1,815 86	953	14,454 58	72 65	1,508	29,241 46	2,347 07	53 20	....	23 3[illegible]	787 79	66 00	8 33
Plessisville Station	423 99	61	1,583 82	6 94	101	3,934 26	249 46	3 57	....	5 43	215 00	....	25 00
Pointe au Pic	1,337 25	1,030	13,422 01	79 71	243	4,671 70	382 33	43 63	....	2 97	702 50	10 00	62 50
Pointe aux Trembles (Laval)	1,619 77	364	5,850 91	42 39	238	2,990 22	342 70	16 94	0 56	1 58	643 00	10 00	75 00
Pointe Claire	581 17	664	6,817 92	45 19	103	971 30	134 09	27 59	....	0 34	274 00	....	31 00
Pointe Gatineau	482 15	300	4,646 80	23 35	120	2,136 82	330 55	13 20	....	1 82	260 00	8 00	28 00
Point Fortune	436 63	653	6,392 55	39 96	178	3,778 03	132 30	27 90	....	0 28	235 00	....	25 00
Point St. Peter	130 61	79	1,138 15	6 23	14	101 63	15 30	3 30	....	1 27	62 00	....	6 00
Poltimore	207 72	132	3,577 83	15 61	30	624 79	172 13	5 58	....	7 23	97 00	....	6 00
Pontbriand	184 91	487	7,056 25	37 15	73	1,465 59	63 70	20 21	....	0 92	88 00	....	6 00
Pont de Maskinonge	655 48	498	13,773 16	57 75	232	3,576 92	210 01	22 24	16 29	7 67	354 00	8 00	44 00
Pont Etchemin	560 64	607	10,372 21	55 98	172	2,736 60	339 50	26 00	....	3 66	305 00	....	34 50
Pont Rouge	931 69	1,228	19,995 88	101 80	491	10,402 09	1,135 96	54 06	....	5 89	442 00	....	50 00
Portage du Fort	803 32	622	6,222 19	37 63	195	3,302 03	344 38	26 83	8 84	2 39	388 00	3 00	38 00
Port Daniel Centre	272 55	288	5,434 62	25 84	63	1,004 93	268 63	12 15	....	5 06	187 50	....	16 00
Port Daniel East	303 31	180	5,945 22	26 63	91	2,049 85	226 13	8 11	2 30	9 29	233 00	....	25 00
Portneuf	576 59	998	13,733 14	73 26	299	5,517 36	537 30	42 91	0 21	5 35	298 00	....	34 50
Portneuf Station	419 19	730	9,226 07	51 83	79	982 62	228 95	29 99	....	1 96	201 00	24 00	25 00
Price	552 22	966	10,667 09	63 06	144	1,963 72	443 54	40 08	....	7 44	256 66	....	28 00
Proulxville	254 65	648	13,624 12	62 42	109	2,194 94	68 12	27 01	....	2 17	123 00	....	13 00
Quai de Rimouski	213 68	308	7,914 42	36 93	17	191 34	97 55	12 49	....	2 12	94 50	....	6 00
Quai des Eboulements	210 50	239	4,579 90	21 05	45	1,063 27	74 45	10 01	....	2 64	122 00	18 00	6 00
Quebec	*160,968 62	....	....	....	....	....	....	....	....	....	....	....	....
*(Divided as follows):													
Head Office	129,715 97	16,510	226,060 49	1,722 87	71,971	1,190,483 29	166,755 84	....	....	*b*1,014 08	*c*	....	....
Candiac	812 00	384	4,791 43	30 99	89	485 38	699 13	16 25	....	5 28	150 00	....	....
Faubourg, St. Jean Baptiste	6,075 06	3,671	36,270 26	243 56	45	180 75	1,175 39	147 29	0 54	20 90	800 00	....	400 00
Limoilou	568 50	540	6,804 77	38 24	202	2,635 05	466 01	23 62	....	1 42	100 00	....	....
St. Roch de Quebec	18,595 59	5,539	83,915 06	487 83	900	15,897 15	2,408 53	....	....	....	675 00	....	100 00
St.SauveurdeQuebec	4,388 28	2,667	30,549 82	191 84	681	6,913 95	1,614 75	113 49	5 98	14 14	620 00	....	....
Sans Bruit	708 94	....	....	....	....	....	....	....	....	....	120 00	....	....
Stadacona	104 28	....	....	....	....	....	....	....	....	....	45 00	....	....
Quyon	1,109 59	2,159	35,175 26	174 47	705	13,821 69	615 22	93 41	38 62	1 22	527 00	12 00	50 00
Rapide de L'Orignal	803 00	1,076	18,934 80	95 27	244	6,197 19	580 61	45 48	....	10 65	301 46	26 00	31 00
Rapides des Joachims	172 98	160	2,884 85	14 91	13	228 34	86 36	6 53	....	4 10	137 25	56 00	13 00
Rawdon	771 02	436	10,057 89	44 69	229	3,621 83	273 32	19 73	....	2 95	445 00	40 00	50 00
Rectory Hill	365 44	73	1,584 68	7 16	92	333 63	245 16	3 84	....	0 67	174 00	....	19 00
a Restigouche	404 19	102	1,279 42	7 73	5	27 80	109 35	4 13	....	1 82	128 00	....	13 00

a Accounting from December 1, 1910. *b* Commission on non-accounting offices, &c. *c* Salary, etc., entered in Auditor General's Report. *d* Accounting from September 1, 1910. *e* Includingcommission on box rents. *f* Accounting from Feb. 1, 1911.

APPENDIX C.—*Continued*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec.—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.‡	Forwad Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Richardville	104 00	263	4,304 06	20 91	32	636 59	124 74	10 84	....	1 50	53 00	....	3 00
Richmond East	4,650 39	3,371	28,309 36	193 49	1,619	22,346 82	2,353 27	151 03	13 02	12 74	*a*1,719 00	97 33	....
Rigaud	1,183 99	1,335	12,954 48	81 37	706	13,263 54	1,133 67	60 46	3 82	1 55	548 50	21 00	50 00
Rimouski	4,800 33	3,223	42,772 21	244 75	3,413	42,374 47	8,841 66	163 05	13 48	15 40	*a*1,715 00	44 00	....
Ripon	347 76	381	11,512 24	48 00	205	4,302 73	317 05	17 29	....	3 93	200 00	30 00	19 00
River Beaudette	330 23	379	7,304 88	35 90	145	8,654 26	123 00	16 61	....	5 63	180 50	....	19 00
River Desert	1,222 40	197	4,942 86	23 46	102	1,875 62	619 30	8 90	....	13 64	641 00	....	75 00
Riverfield	167 34	229	2,823 71	15 94	24	336 77	71 00	9 40	....	2 46	100 00	....	6 00
Rivière à Pierre	458 51	1,191	16,204 71	87 29	207	3,007 53	395 85	49 71	....	9 07	244 00	....	25 00
Rivière Bois Clair	265 91	471	13,002 76	53 39	70	2,669 29	207 25	19 54	1 89	3 90	123 00	....	13 00
Riviere du Loup (en bas)	4,061 59	2,804	29,135 52	178 70	2,576	35,308 00	4,651 22	137 92	7 02	6 44	*a*1,465 50	66 00	....
Rivière du Loup Station	3,973 76	2,719	32,180 45	182 84	3,419	41,960 09	7,128 49	143 25	8 28	10 13	1,451 65	50 00	212 50
Rivière Ouelle	303 15	632	7,251 72	40 87	267	4,165 33	313 54	27 95	....	1 71	150 00	6 00	13 00
Rivière Trois Pistoles	308 72	232	6,789 98	27 96	76	959 79	178 44	10 04	....	9 06	129 00	....	13 00
Robertsonville	520 44	1,560	22,845 92	120 59	190	3,632 66	205 03	64 30	....	1 59	208 00	84 00	25 00
Roberval	3,271 29	1,706	28,239 04	141 97	1,992	36,783 91	4,606 31	88 16	....	9 54	1,200 00	45 00	175 00
Rockburn	321 89	536	6,387 49	35 43	73	1,228 75	52 60	22 17	....	0 30	156 00	....	19 00
Rock Island	3,952 00	978	11,421 80	69 02	1,302	19,046 86	2,389 05	52 14	....	6 74	1,300 00	....	200 00
Rougemont Sta.	223 17	440	7,829 14	38 08	151	2,238 90	381 80	19 11	....	2 41	126 00	14 00	13 00
Roxton Falls	1,082 99	866	15,010 97	73 68	612	7,778 26	557 41	40 76	....	7 62	450 00	22 00	50 00
Roxton Pond	590 03	1,059	12,542 50	70 00	245	4,569 25	530 42	44 81	0 02	1 33	273 00	....	31 00
Rupert	194 23	104	2,409 31	11 04	28	526 52	84 26	4 44	....	1 95	107 00	....	13 00
St. Adelaide de Pabos	260 78	185	4,173 41	19 71	35	633 72	112 20	7 75	....	5 65	180 00	....	19 00
St. Adele	930 58	1,149	15,233 48	84 13	693	5,726 14	2,041 39	52 89	11 87	2 14	506 00	....	50 00
St. Adelphe de Champlain	288 58	952	21,446 27	96 92	139	3,221 51	83 56	39 47	....	3 02	160 00	....	16 00
St. Adolphe de Dudswell	187 05	218	4,193 45	19 75	123	851 50	103 26	10 75	....	3 79	88 00	10 00	6 00
St. Agapit	316 56	516	11,469 28	49 11	238	4,778 17	283 94	23 02	....	2 08	165 00	7 00	19 00
Ste. Agathe de Lotbiniere	426 00	426	13,843 15	54 70	130	3,910 04	127 10	18 34	....	8 67	188 00	22 00	19 00
Ste. Agathe des Monts	3,527 65	3,469	37,921 78	234 88	1,300	21,021 87	1,819 43	151 76	4 34	9 99	1,125 00	94 00	175 00
St. Aime	792 42	653	6,798 60	38 04	752	17,270 67	334 58	33 64	....	....	385 00	....	44 00
St. Alban	471 06	769	20,753 44	89 73	225	3,876 74	576 85	33 01	....	7 21	209 00	6 00	25 00
St. Alexandre d'Iberville	281 71	312	6,795 63	30 40	105	2,001 48	134 85	13 53	21 63	1 18	166 00	3 00	19 00

St. Alexandre de Kamouraska	709 24	1,194	17,167 59	91 47	212	4,098 88	287 44	49 88	....	4 33	351 00	94 00	38 00
St. Alexis des Monts	503 24	174	4,168 45	18 62	115	2,041 91	57 20	8 11	....	5 26	250 00	....	25 00
St. Anaclet	312 61	602	7,966 61	41 77	94	1,676 37	164 30	25 02	....	1 59	162 00	....	13 00
Ste. Anastasie	420 89	414	7,486 06	37 04	86	1,641 72	225 10	18 62	....	5 39	238 00	6 00	25 00
St. André Avellin	512 30	1,077	20,818 22	97 86	367	6,670 32	858 16	46 75	87 37	3 13	360 00	60 00	38 00
St. André de Kamouraska	707 50	400	10,951 12	46 44	1,289	32,022 83	2,006 21	28 89	....	9 90	367 00	....	38 00
St. Andrews, East	758 58	1,337	15,281 80	87 17	451	6,889 14	744 72	57 99	71 61	4 15	375 00	....	44 00
Ste. Angele de Laval	347 78	392	7,946 63	37 86	150	3,086 02	323 06	17 18	....	5 56	201 00	....	19 00
Ste. Angele de Monnoir	255 96	162	4,770 76	21 63	118	2,069 04	165 05	7 66	....	2 95	135 00	....	13 00
Ste. Angele de Rimouski	261 19	272	6,276 03	28 33	52	1,127 01	97 91	11 40	....	6 73	122 00	....	13 00
Ste. Anne de Beaupre	1,806 75	743	11,855 32	66 10	6,549	20,743 83	4,457 46	95 21	....	3 88	682 00	....	75 00
Ste. Anne de Bellevue	1,838 82	1,127	17,374 99	124 62	511	8,456 50	650 83	50 19	....	9 22	795 00	18 00	....
Ste. Anne de la Perade	1,614 41	1,808	19,030 92	114 81	929	17,628 99	952 67	81 61	14 46	5 11	655 00	13 50	75 00
Ste. Anne de la Pocatiere	1,359 41	1,494	14,914 29	93 93	831	15,075 43	1,375 78	68 07	....	8 36	656 00	....	75 00
Ste. Anne des Monts	405 26	920	14,167 89	72 15	150	2,185 30	426 33	38 30	....	5 68	281 00	134 00	25 00
Ste. Anne des Plaines	207 88	225	4,299 89	20 14	125	2,996 03	41 30	10 25	....	0 95	213 00	....	22 00
St. Anselme	1,130 26	682	13,039 86	61 42	555	12,201 45	804 25	32 83	....	9 01	507 00	12 00	50 00
St. Antoine (Lotbiniere)	212 60	343	10,700 75	43 00	173	6,208 66	220 77	15 45	....	3 39	99 00	3 00	6 00
St. Antoine (River Richelieu	676 10	439	6,216 93	31 85	168	2,449 23	208 25	19 21	2 22	2 91	343 00	....	38 00
St. Apollinaire	336 27	212	5,514 89	23 87	101	3,276 90	73 25	9 49	....	4 64	152 00	3 00	19 00
St. Armand Sta	508 32	328	3,598 40	21 96	81	879 13	44 35	13 93	....	3 59	245 00	125 00	25 00
St. Arsene	193 15	96	3,519 87	13 49	78	1,394 46	176 29	4 62	....	5 15	108 00	....	13 00
St. Aubert	171 63	732	16,611 98	74 48	222	5,068 28	193 61	31 50	....	4 02	245 00	141 72	25 00
St. Augustin (Portneuf	213 01	324	5,248 33	26 30	67	1,411 40	96 81	13 63	....	1 73	98 00	....	6 00
St. Augustin (Two Mountains)	223 88	372	7,564 97	34 67	73	1,247 82	99 25	15 61	....	2 28	115 00	16 00	13 00
St. Barnabe Nord	627 78	138	5,744 17	30 19	368	9,808 30	419 47	21 20	....	1 41	230 00	8 00	25 00
b St. Bazile de Portneuf	513 08	403	9,262 97	46 66	201	2,885 26	300 60	18 13	....	1 15	299 00	....	34 50
St. Barthelemi	1,009 71	784	11,861 50	56 52	275	6,581 23	290 35	34 11	9 04	1 32	496 00	5 00	50 00
St. Benoit	366 67	335	4,624 45	24 35	175	2,643 36	169 43	15 15	....	0 76	171 00	8 00	19 00
St. Benoit, Labre	285 24	181	3,660 57	17 60	107	1,989 75	110 17	8 31	....	8 74	130 00	....	13 00
St. Bernard de Dorchester	363 64	494	10,234 60	45 16	154	3,526 56	91 41	21 30	....	2 41	186 00	....	19 00
St. Bonaventure	337 26	249	6,847 13	28 25	117	3,011 15	71 11	11 13	....	2 92	169 00	8 00	19 00
Ste. Brigide d'Iberville	164 28	338	6,942 28	31 15	92	1,477 41	60 75	14 44	....	0 43	97 50	....	9 50
Ste. Brigitte des Saults	213 23	238	5,465 15	24 70	89	1,429 98	67 35	10 41	....	1 90	116 00	....	13 00
St. Bruno	137 10	269	4,996 45	23 54	47	422 02	63 40	11 23	....	0 12	82 00	26 00	6 00
St. Bruno Lac St. Jean	275 19	187	2,955 66	15 64	62	1,609 78	187 10	8 10	....	3 11	154 50	....	16 00
St. Camille	501 42	395	8,617 67	40 63	134	2,768 41	272 28	17 14	....	9 46	253 00	....	31 00
c St. Camille de Bellechase	272 20	267	5,773 37	26 01	23	448 16	154 87	10 91	....	3 80	102 75	....	6 00
St. Canute	168 42	253	5,132 68	25 58	76	1,158 74	95 25	10 88	....	2 23	93 50	....	6 00
St. Casimir	1,329 07	1,103	18,300 04	103 29	911	19,211 31	1,989 52	53 23	11 31	14 48	604 50	78 00	75 00
Ste. Catherine	153 00	276	5,410 00	25 66	80	1,146 00	168 27	11 84	....	79	80 00	3 00	6 00
St. Catherine's Bay	46 99	114	2,101 90	9 81	5	82 66	51 05	4 61	....	1 07	72 00	....	3 00
Ste. Cecile de Masham	291 29	32	1,155 51	4 44	21	578 08	158 15	1 49	....	4 76	176 00	....	19 00
St. Celestin	381 89	822	21,629 71	90 91	204	4,976 60	341 24	34 92	....	6 22	194 00	....	19 00
St. Cesaire	1,165 66	965	12,138 72	67 11	970	13,879 72	493 80	48 30	11 79	6 37	558 00	12 00	50 00
St. Charles de Bellechasse	724 86	495	7,567 32	40 30	716	13,422 78	1,046 07	26 96	....	5 28	331 00	6 00	38 00

a Including commission on box rents. *b* Non-accounting from Sept. 29, 1910. *c* Accounting from August 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation &c., inn Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Charles de Caplan...	363 44	574	8,076 67	43 72	186	2,242 87	302 01	24 82	....	5 90	189 50	....	19 00
St. Charles Riv. Richelieu	1,224 60	299	7,071 33	30 98	113	2,652 44	98 40	13 09	19 76	52	588 50	32 00	50 00
St. Chrysostome........	638 81	533	13,027 76	55 73	322	5,745 56	406 90	24 54	80 04	8 93	352 00	12 00	38 00
Ste. Claire........... ..	521 78	631	16,470 53	72 73	225	5,782 53	604 80	27 49	....	9 15	277 00	22 50	31 00
cSt. Claude............	69 61	78	1,340 42	6 98	8	109 40	20 50	3 20	....	25	45 00	....	....
St. Clement............	208 92	164	4,488 15	19 52	69	1,332 64	32 29	7 25	....	4 24	91 00	22 00	6 00
St. Clet................	284 10	536	11,012 23	52 17	120	2,464 93	114 37	22 64	....	2 96	168 00	56 00	19 00
Ste. Clothide...........	314 00	633	13,030 68	61 34	153	2,722 18	294 68	26 85	....	5 18	165 50	....	19 00
St. Constant............	382 70	458	11,952 17	51 64	83	1,805 33	81 44	19 15	....	4 57	165 00	....	19 00
Ste. Croix	667 32	341	6,659 39	30 88	316	7,733 27	360 82	16 80	....	6 17	351 00	....	38 00
St. Cuthbert.....	388 03	770	20,124 48	85 78	292	4,515 15	202 20	33 72	10 91	1 27	171 00	....	19 00
St. Cyrille de L'Islet....	327 77	463	10,614 77	49 02	97	1,603 21	147 19	19 49	....	9 60	172 00	....	19 00
St. Cyrille de Vendover..	1,257 60	772	23,084 82	97 15	413	8,145 73	529 38	35 01	....	9 17	581 00	20 00	75 00
St. Damase de Rimouski	158 65	69	1,403 74	6 79	29	733 44	131 90	3 05	....	5 24	89 00	....	6 00
St. Damien de Brandon.	137 54	206	2,760 68	14 70	58	1,173 69	66 98	8 82	....	1 20	76 00	3 00	6 00
St. Damien de Buckland	292 21	619	13,506 85	63 77	182	5,023 21	282 57	26 58	....	3 38	150 00	....	13 00
St. David d'Yamaska...	353 79	685	16,160 84	70 23	248	6,463 18	132 60	29 88	....	2 39	215 00	....	19 00
St. Denis de la Boutellerie	357 46	246	4,444 01	22 64	93	1,959 98	135 31	10 77	....	3 51	165 00	....	13 00
St. Denis River Richelieu	1,395 11	525	6,473 74	35 48	268	4,355 73	330 40	23 68	17 84	59	371 00	....	38 00
St. Didace..............	144 82	219	5,838 90	24 40	123	3,670 42	49 25	9 99	....	1 55	84 00	3 00	6 00
St. Donat...	188 97	449	6,328 70	34 69	61	1,406 61	196 90	18 57	....	3 94	104 00	42 00	9 50
St. Donat de Montcalm.	116 71	281	4,212 13	22 29	13	325 28	36 90	11 37	....	1 78	104 50	....	9 50
St. Eleuthere...........	301 43	799	11,720 76	61 90	51	782 99	70 20	32 47	....	2 16	214 00	3 00	25 00
Ste Elizabeth...........	280 34	249	5,360 12	26 06	150	3,774 82	63 02	11 46	....	3 11	140 00	....	13 00
St. Eloi..	227 91	444	8,567 41	40 50	123	2,927 74	157 88	18 99	....	3 81	126 00	46 00	13 00
St. Elzear de Beauce....	139 25	84	2,625 62	10 57	91	3,486 43	85 09	4 07	....	4 11	70 00	12 00	6 00
St. Elzear de Laval.... .	214 59	1 74	4,630 62	19 44	10	378 92	0 60	7 06	....	2 42	121 00	....	13 00
Ste Emelie de l'Energie..	259 63	620	15,068 00	66 48	143	3,275 06	93 85	26 23	....	2 73	145 00	30 00	13 00
Ste Emelie de Lotbiniere	259 65	384	7,359 11	33 94	112	3,405 36	170 16	16 48	28 04	3 48	157 50	....	13 00
a St. Emile de Suffolk...	187 67	106	2,178 19	9 87	30	613 62	181 74	4 54	....	1 49	109 50	12 00	9 50
St. Ephrem de Tring....	617 40	1,230	20,684 19	103 50	373	7,874 25	505 92	52 93	....	6 45	284 00	8 00	31 00
St. Esprit........	342 24	848	16,794 40	79 05	144	2,786 08	192 15	35 36	0 06	1 52	166 00	....	13 00
St. Etienne de Gres.....	129 80	70	2,528 31	10 07	98	1,971 38	39 00	3 78	....	3 61	90 00	....	6 00

Ste. Eulalie	259 68	432	8,105 49	38 99	140	3,366 38	177 25	18 68	....	3 40	142 00	....	16 00
St. Eusebe	147 90	308	5,889 88	33 69	22	764 04	35 28	12 54	....	3 08	113 00	9 41	13 00
b St. Eustache	831 25	122	1,846 25	9 57	134	3,207 00	104 05	6 22	0 27	0 58	428 50	42 00	....
St. Evariste de Forsyth	229 20	27	714 61	3 03	74	1,033 46	73 34	1 82	....	8 00	128 00	....	13 00
St. Evariste Station	1,023 56	531	10,745 80	51 27	699	15,352 03	873 89	28 23	....	10 61	470 00	5 00	50 00
St. Fabien	564 72	1,098	20,008 66	97 60	327	5,868 87	326 95	47 19	....	7 19	260 00	....	31 00
St. Famille	129 02	162	5,494 28	21 49	45	884 69	54 15	6 93	....	2 35	68 00	....	6 00
St. Faustin	254 35	320	4,411 06	23 45	121	1,881 11	139 00	14 01	....	0 39	150 00	....	16 00
St. Felicien	573 54	1,711	31,012 76	149 53	348	10,349 21	146 77	71 92	....	3 39	339 00	100 00	31 00
Ste. Felicite	241 67	619	8,370 02	45 30	79	2,335 93	137 44	25 55	....	2 62	159 00	....	13 00
St. Felix de Kingsey	249 22	176	2,931 81	15 26	139	2,753 17	165 21	8 43	....	4 49	140 60	3 00	13 00
St. Felix de Valois	602 90	381	5,927 33	28 98	464	9,302 20	305 36	19 88	....	2 90	364 00	176 00	38 00
St, Ferdinand	825 13	500	8,887 06	44 79	440	7,704 74	1.266 25	24 40	....	13 33	431 00	40 00	50 00
St. Flavien	410 79	418	7,264 64	34 65	150	3,592 73	222 41	18 22	....	5 21	192 00	....	19 00
Ste. Flavie Sta	1,822 52	2,633	35,018 76	189 76	763	11,641 87	2,047 71	112 95	5 87	8 92	720 00	56 00	75 00
Ste. Flore	362 23	682	12,606 75	59 86	189	4,250 48	321 32	29 17	....	3 18	195 00	....	19 00
St. Fortunat	190 80	145	4,061 04	16 56	31	837 39	53 11	6 11	....	3 98	115 00	4 00	6 00
St. Foy	200 38	184	3,179 75	15 79	42	814 55	41 95	7 78	....	2 43	100 00	....	6 00
St. Francois du Lac	1,074 55	762	10,160 04	54 67	322	8,666 40	247 63	33 70	....	1 94	481 00	52 00	50 00
St. Francois Montmagny	425 01	733	10,580 47	51 63	355	10,748 85	561 63	32 87	....	5 17	212 00	....	25 00
St. Frederic	221 05	240	5,704 07	25 22	117	2,452 21	107 06	10 77	....	6 02	112 00	....	13 00
St. Gabriel de Brandon	1,424 58	1,374	21,882 68	106 49	598	16,839 75	418 37	60 94	7 91	2 00	504 12	66 00	....
St. Gabriel de Rimouski	250 20	70	1,739 95	8 19	45	983 16	86 49	3 25	....	2 66	136 50	8 00	13 00
St. Gabriel Station	123 12	122	1,251 61	7 66	15	260 96	55 85	5 03	....	0 78	50 00	6 00	6 00
St. Gedeon	459 06	189	6,606 63	26 62	139	3,021 41	388 53	8 95	....	5 10	224 50	....	25 00
St. Gedeon de Beauce	224 31	363	8,029 98	38 53	58	927 86	93 28	15 10	....	5 61	123 00	3 00	13 00
Ste. Genevieve de Batiscan	787 56	1,262	24,477 19	113 58	800	12,060 95	660 62	58 48	7 57	2 82	418 00	....	50 00
Ste. Genevieve de Pierrefonds	352 82	515	6,672 31	35 47	195	2,882 66	135 70	22 55	....	0 58	155 00	14 00	19 00
St. George Beauce	421 59	492	9,216 28	44 89	274	6,530 88	554 46	22 42	....	9 25	222 00	....	25 00
St. George de Windsor	256 59	587	8,554 28	46 19	220	4,625 76	333 07	25 68	....	2 70	126 00	....	13 00
St. George East	1,641 27	1,958	24,636 79	147 81	645	12,538 39	1,376 13	84 77	0 84	5 39	696 00	95 00	100 00
St. Germain de Grantham	624 81	1,038	19,105 37	89 98	545	11,507 01	289 46	46 97	....	3 93	307 00	....	38 00
St. Germain de Kamouraska	161 28	139	1,904 22	10 02	88	1,873 27	93 03	6 44	....	2 35	93 00	....	6 00
Ste. Gertrude	271 06	265	5,828 06	25 25	214	5,951 24	226 15	12 74	....	1 80	146 00	5 00	13 00
St. Gervais	432 79	474	8,615 22	41 32	290	5,773 75	405 95	21 86	....	3 04	228 00	86 00	25 00
St. Giles	146 61	500	8,505 47	42 17	45	672 17	48 11	20 45	....	1 53	87 00	3 00	6 00
St. Gregoire	547 63	670	22,491 18	90 70	315	6,962 45	530 78	29 95	71 21	9 90	268 00	10 00	31 00
St. Guillaume d'Upton	817 45	358	6,070 85	29 97	482	9,879 56	426 52	19 14	....	3 44	478 00	3 00	50 00
Ste. Helene de Bagot	272 52	274	5,998 08	27 53	130	3,800 42	30 87	12 26	....	4 07	138 00	....	13 00
Ste. Helene de Kamouraska	340 26	478	7,029 71	37 41	160	3,441 60	113 81	20 72	....	3 36	242 00	....	25 00
Ste. Henedine	497 41	838	10,167 51	57 55	336	7,252 92	477 07	36 88	....	1 61	218 00	....	25 00
St. Henri de Levis	531 91	849	17,165 18	77 20	491	11,938 08	927 12	38 87	....	2 52	288 00	42 00	31 00
St. Hermas	237 92	364	4,707 74	25 21	117	1,551 23	242 60	15 73	....	1 35	125 00	12 00	13 00
St. Hermenegilde	192 73	231	3,993 08	20 17	70	1,263 80	97 63	9 87	....	3 74	110 00	10 00	13 00

a Non-Accounting from July 10, 1910 to Mar. 1, 1911. *b* Non-Accounting from July 11, 1910. *c* Accountiug from Sept. 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Hilaire Station......	534 41	565	9,787 81	47 57	202	4,361 33	391 06	24 62	....	1 04	293 50	214 00	28 00
St. Hilaire Village.. ...	409 49	126	1,442 01	8 71	111	1,615 22	86 20	6 15	....	1 68	173 00	....	19 00
St. Hilarion	101 30	159	4,006 86	17 18	87	2,358 28	132 67	7 23	....	2 33	52 00	1 00	6 00
St. Honoré	259 10	165	4,705 54	20 04	143	4,407 14	238 60	8 03	....	7 10	154 00	... .	19 00
St. Hubert	163 02	141	2,182 04	11 41	70	1,032 42	88 70	6 34	.. ..	....	87 00	....	6 00
St. Hugues	438 77	238	5,206 76	23 57	220	4,655 22	128 20	11 72	....	3 05	269 00	....	25 00
St. Hyacinthe	13,089 76	3,384	37,171 72	231 00	9,683	119,203 45	8,414 85	....	....	....	4,170 84	....	....
St. Hyacinthe(St.Joseph)	135 00	64	582 89	3 48	17	272 49	41 63	2 73	....	0 45	100 00	....	....
St. Irenee	269 93	533	6,286 47	36 32	200	4,571 77	175 98	23 32	....	0 42	148 00	3 00	13 00
St. Isidore Dorchester...	329 55	478	11,671 47	51 75	210	6,506 23	167 80	21 22	....	4 67	169 00	....	19 00
St. Isidore Laprairie ...	220 93	151	2,579 01	12 95	68	1,063 32	48 69	6 72	18 17	1 26	114 00	....	13 00
St. Jacques	782 42	603	6,899 87	40 86	345	5,895 28	798 65	27 57	2 83	4 72	390 00	3 00	44 00
St. Jaques le Mineur....	127 29	389	8.858 46	37 89	46	436 89	23 15	16 02	13 01	0 79	68 00	3 00	6 00
St. Janvier..	181 61	309	5,386 81	25 29	78	1,978 01	125 70	13 14	....	0 59	93 00	....	6 00
St. Jean	10,096 68	4,453	46,541 34	342 74	3,197	33,852 60	3,580 77	210 09	381 74	3 51	[b]3,175 50	23 00	....
St. Jean de Dieu........	250 81	63	1,834 71	8 17	55	859 59	74 40	3 07	....	4 66	133 00	....	13 00
St. Jean de Matha......	321 33	528	8,946 79	42 93	181	5,137 74	103 40	22 93	....	2 00	164 00	122 00	13 00
St. Jean des Piles.......	133 07	391	10,641 04	46 31	24	311 07	50 35	15 88	....	2 26	75 00	....	6 00
St. Jean d'Orleans ..	216 21	476	6,173 20	34 11	65	1,211 09	68 27	19 69	....	0 25	119 00	....	13 00
St. Jean l'Evangeliste...	184 34	435	10,747 32	47 25	84	1,653 08	412 66	18 24	....	5 88	92 00	10 00	6 00
St. Jean Port Joli.......	731 82	612	8,083 21	45 87	533	8,762 90	795 75	29 81	....	5 30	386 00	....	44 00
St. Jerome..	3,565 70	2,056	23,077 61	134 56	4,005	71,209 95	4,870 76	122 29	79 94	5 63	[b]1,311 50	22 00	....
St. Joachim de Montmorency.......	136 00	141	2,475 42	12 77	45	1,604 42	42 55	6 09	. ...	0 54	98 00	....	6 00
St. Joseph d'Alma......	519 16	273	11,061 94	42 52	133	4,435 10	203 20	12 25	....	8 74	240 00	91 75	28 00
St. Joseph de Beauce. ..	1,917 88	2,479	24,812 46	153 09	1,386	32,970 15	2,468 08	113 02	... .	3 10	772 00	2 00	100 00
St. Jovite....	546 34	1,432	31,960 05	141 70	369	6,611 45	570 80	60 97	....	5 56	314 00	.. .. .	31 00
St. Jude................	304 87	372	9,680 55	39 84	117	3,363 01	83 29	16 05	....	0 81	163 50	8 00	19 00
Ste. Julie de Vercheres..	130 83	498	10,345 26	46 70	89	1,373 89	92 00	20 81	....	0 76	73 00	8 00	6 00
Ste. Julienne.	454 87	643	14,033 89	62 76	231	3,839 54	256 21	28 03	....	2 46	248 00	....	25 00
St. Justin......	268 39	310	9,240 77	38 12	169	3,161 55	255 68	14 09	32 39	2 39	167 00	....	19 00
St. Justin de Newton....	311 67	550	16,393 17	65 06	172	2,429 95	132 35	23 72	....	1 92	243 00	10 00	28 00
St. Justine Station......	146 15	215	4,020 63	19 76	44	727 47	37 95	9 04	....	0 42	80 00	16 00	6 00

St. Lambert (Chambly)	4,402 33	1,275	11,758 08	79 54	263	3,608 52	251 43	53 63		0 61	988 00	5 00	150 00
St. Lambert de Levis	173 30	245	5,829 79	25 95	76	1,997 16	119 60	10 56		3 49	95 00	10 00	6 00
St. Laurent d'Orleans	212 18	156	4,805 91	20 34	72	1,398 21	178 40	6 96		4 50	112 50		9 50
St. Laurent Montreal	1,395 51	662	7,160 41	49 68	445	7,227 06	278 65	30 93	0 28		663 00		75 00
St. Lazare de Bellechasse	229 67	203	4,915 99	21 40	155	2,638 66	281 98	9 67		2 98	111 80		13 00
St. Leon	475 92	401	7,083 41	32 96	73	1,402 79	93 75	16 77	7 84	1 40	205 00		25 00
St. Leonard d'Aston	598 05	998	19,976 56	90 40	311	7,171 84	462 04	43 03		3 05	301 00		31 00
St. Leonard de Portneuf	123 47	326	9,172 68	36 20	78	1,777 78	91 15	13 82		2 45	58 00		6 00
*a*St. Leon le Grand	215 40	182	3,140 09	15 49	21	425 20	114 60	7 49		4 10	112 00	14 00	13 00
St. Liboire	632 89	395	7,421 38	34 96	250	5,016 28	226 10	18 30		3 33	269 00	3 00	31 00
St. Louis de Gonzaque	294 54	1,001	29,455 14	120 96	104	1,585 41	176 50	41 08		2 60	162 00		13 00
St. Louis de Ha Ha	223 03	588	8,575 57	46 56	86	2,262 77	112 43	24 38		2 30	109 50		13 00
Ste. Louise	288 24	603	13,820 26	63 43	129	1,865 42	128 94	25 41		5 23	159 50		16 00
Ste. Luce Station	326 66	518	9,388 89	46 62	250	3,349 74	461 19	23 22		6 36	164 00	16 00	13 00
Ste. Lucie de Doncaster	250 89	258	3,168 49	17 82	53	649 00	121 50	10 85		0 35	133 00	37 50	13 00
St. Ludger	435 91	1,751	34,983 47	164 66	153	2,988 67	197 03	71 57		5 36	208 00		25 00
Ste. Magdeleine	517 92	254	6,265 44	26 99	72	1,028 15	56 00	10 88		0 74	199 00		19 00
St. Magloire	349 98	682	16,933 09	75 56	48	1,127 28	248 98	27 76		5 83	137 00	19 00	13 00
St. Malachie	542 84	613	10,530 49	55 00	97	1,955 48	185 71	25 49		5 42	229 50	107 00	25 00
St. Marc	197 11	364	8,708 10	37 59	79	1,089 23	72 76	15 35	28 69	1 40	129 00		13 00
Ste. Marguerite de Dorchester	291 46	384	5,778 60	29 14	314	7,520 62	461 17	18 49		2 21	148 00		13 00
Ste. Marie Beauce	2,023 81	841	9,455 81	55 33	3,356	63,969 29	4,554 55	67 20		11 70	797 50	28 00	112 50
St. Marthe	184 19	300	6,134 70	28 44	101	959 56	188 55	13 04		2 17	113 50		13 00
St. Martin	473 56	326	3,213 00	19 38	110	2,206 52	194 61	14 14		54	98 00		6 00
Ste. Martine	461 25	138	3,576 41	15 86	217	2,792 10	326 50	7 69	22	7 93	275 50		28 00
St. Maurice	483 00	342	10,798 20	46 76	198	4,019 37	239 19	15 66		4 91	174 00		19 00
St. Michel de Bellechasse	472 81	336	6,302 84	30 52	271	5,750 22	394 56	16 15		5 00	225 00		25 00
St. Moise Station	402 46	420	5,322 25	30 58	56	935 66	138 95	17 36		4 27	242 00	40 00	25 00
St. Monique de Nicolet	417 54	236	3,458 67	18 05	141	2,727 76	265 78	10 85		4 42	222 00		25 00
St. Monique des Deux Montagnes	230 27	280	6,625 13	29 27	72	1,507 67	84 90	11 92		1 83	113 00		13 00
St. Narcisse	447 65	934	16,935 00	81 61	264	6,812 25	101 17	40 00		68	229 00		25 00
St. Nicholas	183 62	147	4,455 46	18 12	63	1,098 38	239 70	6 51		4 48	106 00	12 00	13 00
St. Norbert Berthier	167 62	349	3,722 35	25 13	128	2,386 01	184 72	15 24		85	103 50		9 50
St. Norbert de Arthabaska	198 48	192	4,904 03	22 08	194	3,662 78	594 92	9 62		4 14	98 00	3 00	6 00
St. Octave	322 05	751	10,524 48	56 71	240	3,019 71	813 56	32 44		2 79	191 50		19 00
St. Odilon	201 90	473	5,658 46	32 08	66	1,106 18	116 32	19 58		2 98	117 80	16 00	6 00
St. Ours	754 33	511	5,558 36	32 16	260	5,340 24	177 03	23 04		1 22	409 00	8 00	44 00
St. Pacome	639 26	1,101	11,363 08	66 83	216	3,641 67	271 70	46 20		97	307 00	5 00	38 00
St. Pamphile	674 50	723	14,925 76	71 33	136	2,717 52	137 00	30 28		14 04	353 00	3 00	44 00
St. Paschal	1,053 10	613	8,313 00	44 73	558	10,786 90	732 10	30 10		9 10	503 50	28 00	50 00
St. Paul du Buton	217 12	639	13,765 68	63 40	107	2,745 66	90 59	26 63		2 73	106 00	12 00	13 00
St Paul de Chester	248 69	451	10,890 68	48 55	170	3,850 26	388 43	19 74		1 65	120 00		13 00
St. Paulin	358 86	414	11,345 54	44 67	191	4,460 85	144 76	18 47		4 48	190 00	64 00	19 00
St. Paul l'Ermite	162 70	258	6,510 41	27 84	87	2,107 71	33 75	11 19		1 38	80 50	9 00	6 00
Ste. Perpetue	267 86	567	9,931 67	49 27	96	1,724 15	96 87	23 64		2 38	136 00	6 00	13 00
St. Philemon	194 44	472	11,794 86	52 34	101	1,853 39	292 26	19 89		2 72	147 00		13 00

a Accounting from June 1, 1910. *b* Including commission on Box Rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Office in operation &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Philippe d'Argenteuil	360 98	747	10,456 06	54 28	171	4,451 56	281 55	31 59	63 18	77	205 00	3 00	25 00
St. Philippe de Laprairie	287 16	442	6,226 29	31 83	39	786 11	46 02	18 07	....	35	144 50	26 00	16 00
St. Philippe de Nery	419 92	620	11,883 41	55 90	454	6,673 47	1,568 96	30 34	....	5 70	*e* 236 50	....	22 00
Ste. Philomene	133 43	273	4,749 62	22 46	56	1,126 85	58 45	11 48	....	2 03	67 00	....	6 00
Ste. Philomene de Fortierville	302 83	664	11,953 54	57 75	105	2,647 34	282 37	27 61	5 81	2 49	126 00	....	13 00
St. Pie	661 34	1,012	9,318 79	57 49	392	7,451 79	605 58	44 40	88 78	2 23	328 50	16 00	38 00
St. Pierre Baptiste	305 73	409	6,623 39	33 37	99	1,353 53	336 40	17 35	....	1 97	98 00	....	6 00
St. Pierre les Becquets	543 83	739	12,109 01	59 70	211	3,912 92	281 41	31 67	....	3 48	336 00	144 00	31 00
St. Pierre Montmagny	386 94	482	7,731 18	39 09	199	4,195 37	388 14	21 27	....	2 15	187 00	108 00	19 00
St. Placide	240 16	118	3,245 40	15 28	136	2,305 10	210 95	6 08	....	2 24	128 00	....	13 00
St. Polycarpe	527 44	916	9,179 70	55 29	303	3,133 02	316 09	39 67	....	0 88	256 00	....	31 00
St. Prime	263 74	628	14,957 14	68 17	132	2,641 02	247 11	26 44	....	4 18	154 00	5 00	13 00
St. Prosper	370 79	576	15,672 81	64 48	252	8,172 88	91 54	25 56	....	3 51	214 00	....	25 00
St. Prosper de Dorchester	326 72	363	11,788 23	47 76	65	1,631 10	216 90	15 17	....	13 18	139 00	....	13 00
St. Raphael East	537 67	289	6,645 37	30 68	410	10,287 27	322 90	15 66	....	9 23	270 00	167 50	25 00
St. Raymond	1,279 42	1.749	19,951 47	111 79	944	18,110 12	2,179 47	79 40	13 20	3 86	580 00	20 00	50 00
St. Remi	1,298 03	1,052	18,272 04	86 71	884	13,638 58	1,207 69	50 92	96 48	1 01	613 00	30 00	75 00
St. Remi d'Amherst	437 56	870	17,589 25	79 44	78	1,159 19	124 36	35 58	....	0 60	189 00	30 00	19 00
St. Remi de Tingwick	137 71	241	4,591 31	21 39	40	1,305 43	60 75	10 14	....	1 71	79 50	....	6 00
St. Roch des Aulnaies	248 09	489	5,220 92	28 00	145	2,625 03	172 68	17 01	....	2 29	131 00	....	13 00
St. Roch de Richelieu	218 64	227	4,348 45	21 12	137	1.902 83	204 10	10 45	....	1 55	96 00	....	6 00
St. Roch l'Achigan	292 78	530	11,027 73	50 56	216	3,094 79	109 73	23 36	....	2 20	163 00	3 00	19 00
*a*St. Romain	197 02	16	535 64	2 09	5	61 45	17 75	0 69	....	0 44	126 00	....	13 00
St. Romuald d'Etchemin	1,019 65	1,358	15,466 83	88 61	632	9,488 42	979 04	60 64	....	3 32	496 00	41 00	50 00
St. Rosaire	196 08	406	7,424 76	35 56	158	2,813 20	170 43	17 82	....	2 75	81 00	....	6 00
Ste. Rose	600 83	738	13,474 15	63 69	195	2,940 69	140 08	31 47	....	1 47	307 00	12 00	34 50
Ste. Rose de Lima	310 25	212	4,320 90	19 90	115	2,091 30	164 03	9 63	....	3 44	147 00	52 00	13 00
Ste. Rose du Degele	410 02	267	5,849 98	27 83	92	1,664 10	150 15	11 60	....	9 82	237 00	....	25 00
St. Samuel de Gayhurst	314 84	1,305	26,781 68	125 44	143	2,587 16	184 34	53 63	....	5 80	184 00	10 00	19 00
St. Sauveur des Montagnes	248 64	396	7,683 16	37 50	240	2,864 19	275 78	18 24	....	1 61	115 00	....	13 00

Ste. Scholastique	1,042 50	733	9,927 51	53 37	786	11,344 33	1,135 38	37 18	40 93	0 93	522 00	136 00	50 00
Ste. Sebastien de Beauce	403 00	180	3,954 91	18 68	168	2,873 15	216 64	8 68	....	12 55	187 00	....	19 00
St. Simon de Rimouski	218 14	309	4,061 49	22 38	160	4,352 87	118 62	13 96	....	2 71	107 00	....	13 00
St. Simon de Yamaska	204 68	288	6,907 64	30 05	141	3,844 25	87 80	12 93	....	2 12	128 00	....	13 00
*b*St. Sixte	110 70	4	161 31	0 60	3	24 79	6 97	0 19	....	0 68	67 00	....	6 00
Ste. Sophie de Levrard	462 71	491	13,389 94	56 77	148	3,119 79	204 11	21 08	....	2 33	231 00	2 25	25 00
*c*Ste. Sophie de Megantic	168 41	21	249 82	1 31	3	31 25	31 55	0 87	....	0 18	89 00	....	6 00
St. Stanislas de Champlain	602 80	1,889	37,271 66	171 68	392	7,985 58	594 00	79 48	....	2 65	342 50	....	41 00
St. Stanislas de Kostka	822 79	220	8,837 31	34 14	37	544 98	67 71	9 17	3 43	2 81	439 00	8 00	50 00
St. Sylvere	228 26	142	4,247 83	16 90	101	3,149 96	21 32	6 69	....	4 56	110 50	....	13 00
St. Sylvester East	372 72	386	11,486 31	47 52	187	4,410 90	114 70	17 31	....	6 67	190 00	....	19 00
St. Telesphore	212 63	362	6,748 61	33 51	82	1,338 90	136 62	15 34	....	3 96	98 00	....	6 00
Ste. Thecle	593 02	2,058	39,037 24	184 64	237	4,446 21	297 92	84 69	....	4 36	281 00	10 00	31 00
Ste. Thecle Station	192 80	267	6,261 45	27 64	36	1,428 05	11 20	11 04	....	1 05	98 00	....	6 00
Ste. Therese de Blainville	1,958 83	2,060	17,363 91	112 47	640	10,754 83	991 65	88 80	23 25	1 62	740 00	....	100 00
*d*St. Timothee	1,208 63	326	7,345 73	54 67	42	873 22	43 55	13 46	....	0 29	301 00	....	31 09
St. Tite	1,345 24	1,985	27,214 97	143 01	842	16,341 68	1,043 68	87 72	....	1 38	579 00	....	75 00
St. Tite des Caps	144 81	91	2,492 68	10 72	55	1,249 61	212 85	4 19	....	2 71	117 50	....	6 00
St. Ubalde	435 10	891	15,748 86	75 77	164	3,917 73	352 55	37 28	....	4 55	234 00	6 00	25 00
St. Urban de Charlebois	169 95	206	5,854 41	25 12	38	1,159 46	93 50	8 62	....	3 89	106 50	....	6 00
St.Urbain de Chateauguay	165 44	235	6,384 64	26 48	66	1,907 22	28 85	10 06	....	2 78	96 00	....	6 00
Ste. Ursule	235 52	396	6,872 67	33 19	222	5,806 54	248 36	19 06	....	2 01	120 00	6 00	13 00
St. Valentin	185 59	154	2,758 55	14 24	56	1,162 02	106 40	6 72	3 11	1 20	125 00	22 00	13 00
St. Valerien	252 87	351	6,406 35	29 83	126	2,484 25	143 95	15 30	11 59	1 63	128 00	....	13 00
St. Vallier	240 82	564	8,886 11	42 94	190	3,535 53	345 34	24 46	....	2 19	128 00	....	13 00
St. Vallier Station	132 53	184	3,877 09	17 26	89	2,482 04	126 94	8 25	....	1 40	69 00	....	6 00
Ste. Veronique	123 45	119	1,681 97	9 99	34	535 49	286 19	5 10	....	2 78	67 00	....	6 00
St. Victor de Tring	495 57	1,471	24,719 81	120 62	298	5,957 67	351 22	61 82	....	3 55	234 00	11 00	25 00
St. Vincent de Paul	569 65	552	6,900 75	40 52	198	3,338 16	112 99	24 06	....	1 49	303 00	....	31 00
St. Wenceslas	320 60	583	13,809 45	60 70	203	4,374 27	289 07	25 35	....	4 58	176 00	....	19 00
St. Zacharie	395 21	319	7,367 15	33 88	60	1,515 02	147 33	13 36	....	8 44	216 51	4 00	25 00
St. Zephirin	703 58	571	16,410 49	65 41	91	2,168 63	107 50	23 75	....	0 63	362 00	....	38 00
Sabrevois	189 30	208	2,052 03	12 39	40	1,226 76	25 20	8 72	....	0 49	127 50	5 00	9 50
Sandy Bay	435 14	828	14,218 39	70 03	156	2,981 49	293 35	34 68	33 08	7 56	228 00	....	25 00
Sault au Recollet	594 35	156	1,679 59	12 18	135	1,923 15	293 10	7 59	....	0 61	300 50	3 00	34 50
Sawyerville	1,079 19	749	10,768 35	57 99	316	6,453 54	499 46	33 42	2 38	10 42	535 00	20 00	50 00
Sayabec	311 74	490	6,646 43	37 92	119	2,513 30	156 95	20 79	....	3 95	150 00	....	13 00
Sayabec Station	907 07	1,064	15,185 00	81 90	157	2,587 15	342 89	44 13	....	10 98	462 00	24 00	50 00
Scotstown	1,368 00	1,453	13,822 88	91 66	434	5,660 56	264 43	62 46	3 47	3 56	580 00	12 00	75 00
Scott Junction	765 69	1,030	13,753 55	75 53	243	1,529 05	333 15	43 63	0 37	2 31	346 00	15 00	38 00
Seven Islands	201 04	315	9,406 65	39 53	21	478 61	33 45	12 81	....	2 44	96 00	....	6 00
Shawbridge	671 08	323	6,142 02	30 30	210	3,839 91	450 11	15 02	....	5 93	305 00	....	38 00
Shawenegan	546 62	614	10,771 39	51 69	265	6,731 93	248 26	27 21	....	1 73	261 00	20 00	31 00
Shawenegan Falls	3,692 34	4,137	51,661 15	346 04	861	10,890 98	904 23	174 09	6 46	8 27	1,112 00	10 00	175 00
Shawville	1,731 71	2,046	27,775 71	150 86	713	12,386 15	2,275 46	88 97	1 55	7 48	738 00	62 00	100 00
Sheenborough	238 40	209	3,838 91	19 23	45	829 32	90 69	8 81	....	1 14	148 00	10 00	13 00

a Accounting from June 1, 1910 to July 1, 1910. *b* Accounting from Feb. 1, 1911. *c* Accounting from March 1, 1911. *d* Non-accounting from July 8, 1910.
e Including $12 arrears of night duty.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sherbrooke..........	*35,214 58	....	....	....	.....	....	....	....	....	....	....	....	....
*(Divided as follows:—													
Head Office.........	30,234 58	3,225	39,056 07	272 05	12,914	167,548 04	20,465 53	....	....	....	*c*	....	....
East Sherbrooke....	3,540 00	1,636	13,983 06	92 27	358	4,458 77	455 36	69 02	....	3 47	200 00	....	....
South Sherbrooke...	1,440 00	1,420	10,407 22	73 52	74	884 95	234 92	57 54	....	2 51	135 00	....	....
Sherrington..........	242 60	430	7,295 73	35 24	80	1,845 29	23 90	18 00	....	0 10	142 00	....	13 00
Sillery..............	226 22	330	7,029 16	33 51	57	1,173 54	95 95	13 77	....	4 31	100 00	....	6 00
a Sixteen Island Lake...	410 96	163	1,911 00	11 23	16	204 64	283 06	6 68	....	2 02	235 00	....	19 00
Smith's Mills..........	279 90	313	2,336 65	16 64	96	1,139 63	58 66	13 48	....	0 43	159 60	8 00	13 00
Sorel..............	5,708 76	2,827	43,068 56	235 99	2,237	34,120 60	2,694 24	135 45	9 86	24 50	*d*1,991 00	238 50	....
South Bolton.........	170 47	21	460 46	2 42	41	916 99	89 16	1 25	....	4 87	150 00	18 00	16 00
South Durham........	878 71	1,400	23,270 77	116 27	272	3,752 18	241 74	58 72	28 08	5 25	475 00	16 00	50 00
South Quebec..........	269 75	289	3,651 85	23 35	93	674 00	121 78	12 49	....	0 41	160 00	....	19 00
South Roxton.........	420 73	215	3,816 77	18 76	39	536 02	77 98	8 99	....	2 37	201 00	....	25 00
South Stukely.......	329 97	327	4,337 62	27 72	68	671 39	90 91	13 76	....	3 59	156 00	....	19 00
Stanbridge East.....	591 83	904	7,857 99	51 00	208	2,603 96	172 82	38 24	....	2 12	330 00	....	38 00
Stanbridge Sta........	242 84	226	2,737 81	15 18	72	1,093 41	35 81	9 76	....	0 94	154 00	234 00	13 00
Standon..........	284 27	249	6,004 26	27 50	42	1,428 92	238 83	10 38	....	5 04	199 00	50 00	13 00
Stanfold..............	739 22	677	11,649 33	56 22	506	9,479 05	673 23	32 14	1 55	10 50	422 00	72 00	44 00
Stanstead............	1,614 75	1,278	8,715 97	65 90	550	6,980 11	1,348 16	56 62	1 24	3 93	682 00	106 00	75 00
Stonefield............	124 77	161	2,566 55	12 96	57	715 03	27 00	7 01	....	1 36	75 00	....	6 00
b Stornoway..........	286 42	82	819 71	4 97	8	58 20	38 60	3 36	....	0 66	152 00	3 00	13 00
Stratford Centre.......	223 30	319	8,528 08	37 24	73	1,446 20	140 76	13 49	....	6 10	118 00	....	13 00
Sutton..............	2,873 25	1,428	14,511 41	87 71	593	8,489 05	708 20	63 05	8 95	7 50	1,019 00	24 00	150 00
Sutton Junction........	437 20	77	922 67	5 57	31	529 00	42 75	3 39	....	5 29	244 00	....	25 00
Sweetsburg...........	830 88	743	7,093 70	44 21	279	2,880 97	378 65	32 51	1 79	3 39	440 00	....	50 00
Tadousac............	943 32	1,474	30,830 31	139 35	190	3,335 12	344 89	60 86	....	5 20	662 00	156 25	50 00
Taillon..........	108 64	160	4,807 52	20 43	19	371 34	97 76	6 59	....	5 66	79 00	12 00	6 00
Terrebone..........	3,046 64	1,190	10,891 24	72 51	490	6,925 60	797 88	52 50	18 82	2 71	*d*1,053 00	14 00	....
Tessierville..........	378 38	641	14,144 72	69 11	111	2,263 92	219 23	26 75	....	8 29	196 00	10 00	19 00
Thetford Mines........	5,200 75	5,774	67,565 79	416 14	1,476	22,746 38	2,006 64	245 72	....	15 17	*d*1,619 00	24 00	....
Thetford Mines West....	1,006 61	1,448	17,435 29	103 49	119	2,001 13	192 63	59 11	....	8 05	469 00	3 00	50 00
Thurso............	756 38	1,476	18,385 56	101 00	332	6,726 51	615 97	62 36	33 73	0 95	406 00	52 00	44 00

Tiknape	145 16	322	6,078 46	30 64	55	759 19	90 86	13 43		3 48	74 00	c15 00	6 00
Tingwick	362 15	765	15,045 46	68 16	208	4,196 63	120 48	32 68	22 00	1 25	175 00	3 00	19 00
Tremblay	312 64	219	5,716 80	25 80	15	615 15	70 47	8 91		1 96	161 00	32 00	19 00
Tring Junction	242 72	332	6,278 43	30 77	82	2,144 58	99 31	14 10		6 97	133 50	3 00	13 00
Trois Pistoles	1,259 32	1,505	19,022 84	106 21	417	6,189 79	880 28	64 37	0 04	8 17	585 00	40 00	50 00
Trois Rivieres	14,225 49	3,640	45,214 61	280 28	6,768	116,427 50	7,877 86				4,716 02		
Ulverton	244 04	181	3,010 02	15 97	98	1,131 45	84 80	8 22		3 20	132 50		13 00
Upton	818 25	472	7,011 07	35 72	395	8,322 35	743 13	22 83	0 28	4 98	379 00	40 00	44 00
Valcourt	664 65	171	3,410 35	17 18	179	2,888 40	294 69	8 63		11 52	320 00	38 00	31 00
Val des Bois	188 99	115	2,678 91	11 90	24	331 74	47 38	4 84		3 64	86 00		6 00
Valleyfield	7,074 89	4,029	50,905 81	342 29	2,587	35,013 04	2,576 55	187 03	41 53	18 29	d2,014 00	98 00	
Varennes	634 12	601	10,162 39	49 94	349	7,354 62	307 95	27 53		1 55	291 00		31 00
Vaudreuil	476 75	445	8,071 53	40 44	336	5,204 41	349 85	21 16		1 62	225 00		25 00
Venosta	219 00	146	2,247 00	11 91	31	236 49	72 05	6 15		2 69	92 50	3 00	9 50
Vercheres	504 69	461	6,814 51	35 55	263	3,555 48	196 15	21 07		1 76	220 00		25 00
Victoriaville	6,176 40	2,423	23,241 89	142 30	3,419	62,160 62	6,429 42	131 11	0 37	10 37	d2,120 00	62 00	
fViger	404 00	8	186 06	0 99	1	20 00	23 50	0 33		0 40	199 50	28 00	22 75
Village des Aulnaies	280 03	393	5,567 46	29 45	130	1,791 15	307 67	17 02		2 33	124 00		13 00
Village Richelieu	372 59	363	4,897 82	25 86	82	942 63	120 59	15 34	25 94	0 13	193 00	22 00	19 00
Ville Marie	1,301 11	1,787	36,606 67	171 04	602	15,408 22	742 27	77 50		6 95	603 00	106 00	75 00
Ville Saint Pierre	1,620 55	1,574	28,484 75	298 61	79	1,203 07	204 78	63 75	25 04	0 86	550 00		50 00
Wakefield	743 66	641	10,185 02	51 34	130	2,870 86	469 94	26 94		2 82	416 00	36 00	50 00
Waltham Station	196 88	127	2,824 23	12 67	11	122 70	180 55	5 19		2 69	97 50		9 50
Warwick	1,525 33	1,263	12,695 35	77 39	919	20,382 63	2,025 63	59 71	1 36	2 27	693 00	94 00	75 00
Waterloo (East)	3,739 23	1,667	15,653 51	101 66	1,718	19,955 79	2,752 76	83 86	4 06	15 79	1,376 00	7 00	200 00
Waterville	2,148 55	1,165	16,354 87	98 70	476	5,214 68	472 01	51 36	1 38	24 49	844 00		125 00
Weedon Station	688 00	1,182	20,232 13	100 68	415	6,160 18	672 49	51 43		8 88	357 00	28 00	44 00
Weir	392 77	631	7,844 11	43 61	77	1,230 74	121 44	26 01		1 34	219 00	30 00	19 00
West Brome	321 26	170	4,042 67	17 98	105	738 51	164 10	7 85		8 31	157 00	10 00	19 00
West Broughton	478 28	529	9,925 44	47 21	69	1,115 16	91 39	21 85		4 35	217 00	3 00	25 00
West Shefford	957 82	388	5,983 22	31 52	220	2,567 79	542 24	17 72		8 12	374 00		44 00
Wickham West	432 96	748	11,255 42	55 76	203	3,666 03	170 79	31 95		3 48	216 00		25 00
Windsor Mills	2,753 42	2,600	26,680 77	160 06	995	15,546 21	1,272 50	113 95	10 01	13 59	1,113 00	208 00	150 00
Woburn	130 98	313	6.110 55	30 65	20	219 11	47 48	12 72		4 53	77 00		6 00
Wolfstown	247 00	293	6,431 20	28 69	48	804 98	166 31	12 20		4 77	134 00	5 00	13 00
Wotton	471 39	1,222	16,771 16	89 91	293	6,162 85	424 89	51 81		2 12	268 00	44 00	28 00
Wright	354 41	146	3,283 89	15 21	46	1,094 97	23 62	6 30		3 62	198 00		19 00
Wyman	248 43	394	4,509 62	25 86	87	1,172 29	429 21	16 63		1 09	117 00	12 00	13 00
Yamachiche	988 46	596	7,371 03	39 98	379	6,601 69	273 19	27 63	29 54	2 91	497 00	90 00	50 00
Yamaska East	204 21	368	5,961 39	29 66	143	3,441 95	55 35	16 15		0 45	145 00	32 00	13 00
Non-accounting Post Offices	116,933 01										77,960 85	1,356 62	3,251 86
LESS—Value of postage stamps affixed to postal notes	2,064,585 36 1,957 00												
Totals	2,062,628 36	767,549	11,348,247 99	70,865 32	666,962	9,753,978 42	1,058,559 80	27,931 71	4,827 12	5,081 31	g350,165 36	16,260 72	h 25,968 13

a Accounting from May 1, 1910. b Accounting from Jan. 2, 1911. c Including $1.00 arrears Forward. d Including commission on Box Rents. e Salary, etc., entered in auditor general's report. f Accounting from July 1, 1910. g Less refunds on account of overpayments:—Long Point, Que., $350.73; St. Roch de Quebec, $177.45; St. Henri Station, $78; total, $606.18. h Less refunds on account of overpayment St. Gabriel de Brandon, $4.50.

APPENDIX C—*Continued.*

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes Paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Advocate Harbour	552 34	1,017	18,505 85	89 17	417	8,491 83	159 91	44 85	8 50	4 76	300 00	30 00	34 50
Amherst	20,082 31	8,611	86,325 24	556 63	8,053	118,006 01	9,265 89	424 97	17 53	25 79	[b]5,543 00	198 00	....
Annapolis Royal	3,323 71	2,687	28,798 57	171 20	1,125	14,573 11	815 53	118 73	17 18	4 53	[b]1,207 00	196 00	....
Antigonishe	5,128 45	2,153	27,968 49	161 68	3,597	69,652 83	3,877 39	122 09	10 55	16 56	[b]1,677 00	432 00	....
Arcadia	338 09	100	2,106 01	9 47	69	1,292 30	41 01	4 69	....	3 31	203 00	17 00	19 00
Arichat	1,026 26	1,419	18,124 58	101 12	1,081	21,867 59	322 95	67 57	....	2 59	[b]559 50	25 00	....
Athol	214 64	108	1,315 02	7 42	65	946 27	45 70	4 97	....	0 97	121 00	16 00	13 00
Auburn	298 77	390	4,797 35	26 69	108	1,544 29	25 75	16 68	....	2 24	183 00	4 00	19 00
Avonport Station	202 42	173	2,696 53	13 69	68	1,222 93	37 65	7 60	....	1 52	107 00	9 00	13 00
Aylesford	1,338 58	1,551	19,317 61	106 14	483	7,328 24	400 00	66 87	11 14	4 08	587 00	62 00	75 00
Baddeck	1,645 01	1,250	15,354 90	83 81	723	16,316 34	381 77	57 23	5 57	2 84	[b]795 00	138 00	......
Bailey Brook	164 54	33	871 70	4 26	70	952 37	97 47	2 02	....	1 88	93 00	10 00	6 00
Barrington	649 44	853	9,589 72	55 01	543	11,289 12	269 76	39 55	....	1 95	355 00	90 00	38 00
Barrington Passage	801 36	827	9,029 32	52 42	643	12,828 42	412 66	39 51	....	2 44	386 00	36 00	44 00
Barronsfield	109 53	140	2,544 61	12 22	32	417 17	2 13	5 92	....	0 59	63 00	....	6 00
Barss Corner	283 14	392	7,965 99	36 54	184	3,931 69	84 45	17 52	....	2 50	158 00	44 00	13 00
Barton	211 85	463	9,172 27	42 97	136	2,030 67	53 65	19 88	....	2 02	112 00	....	13 00
Bass River	629 48	937	12,097 53	65 63	259	4,566 24	263 59	40 07	12 79	2 10	407 00	7 00	44 00
Bayfield	166 07	122	1,786 14	10 08	118	2,4 6 56	37 42	6 06	....	3 32	80 00	....	6 00
Bear River	1,960 21	1,744	18,849 50	110 07	842	12,103 41	434 78	78 18	....	3 64	754 00	16 75	100 00
Bedford	648 83	546	5,673 66	34 97	161	2,882 10	104 10	23 45	....	1 91	321 00	44 00	38 00
[a] Belmont	346 62	27	346 68	1 80	9	73 07	28 55	1 17	....	1 08	161 00	....	19 00
Berwick	2,107 95	1,963	23.368 11	132 75	1,008	14,642 45	812 18	88 60	4 43	6 29	801 50	102 00	112 50
Big Bras d'Or	125 11	126	2,884 76	12 51	31	513 93	19 93	5 35	....	1 36	109 00	35 00	6 00
Bill Town	530 18	260	2,116 86	14 55	50	621 86	28 10	10 90	....	49	262 00	10 00	31 00
Blandford	144 98	177	3,958 22	18 41	41	1,598 59	38 15	7 49	....	3 25	86 00	....	6 00
Boylston	337 62	533	8,424 10	42 55	455	4,543 95	235 50	25 87	....	1 80	179 00	24 00	19 00
Bridgeport	460 15	887	10,454 88	59 77	79	1,207 67	22 70	36 27	64	1 64	254 00	....	31 00

Bridgetown	3,533 03	2,485	25,160 31	154 42	1,603	19,435 18	1,474 22	115 43	1 60	5 33	1,255 00	99 66	200 00
Bridgeville	217 05	239	3,705 22	18 24	121	3,496 03	114 53	10 77	3 53	1 31	112 00	....	9 50
Bridgewater	7,131 25	5,090	63,315 85	351 41	2,308	46,528 68	1,436 62	226 68	22 38	4 72	b2,273 50	100 00	....
Brookfield (Queen's)	249 56	483	8,860 32	42 20	68	896 87	116 35	20 00	....	4 03	167 00	18 00	13 00
Brookfield (Coldchester)	453 16	818	10,910 88	59 37	207	4,463 17	125 71	34 79	....	1 05	235 00	52 00	25 00
Brooklyn (Queen's)	321 95	329	4,070 51	22 47	224	5,210 29	63 45	15 38	....	99	140 00	....	13 00
Broughton	96 88	192	2,556 53	13 70	22	237 15	6 35	7 90	....	1 93	35 00	....	....
Caledonia (Queens)	789 81	1,364	19,136 37	101 28	415	5,628 43	413 30	58 71	20 19	2 28	451 00	72 00	44 00
Caledonia Mines	731 96	1,144	16,926 62	139 59	96	2,004 11	63 00	46 72	....	25	444 02	....	49 54
Cambridge Sta	351 04	300	5,392 38	25 72	99	1,283 45	35 50	12 99	....	2 98	207 00	92 00	22 00
Canning	1,803 15	2,117	25,064 00	141 44	561	8,006 63	457 38	90 29	4 42	5 40	738 00	74 00	100 00
Canso	2,329 86	3,760	42,504 35	260 07	636	10,010 87	373 12	156 76	11 55	2 11	b933 50	....	....
Cape North	221 09	341	6,576 84	30 52	100	2,016 24	49 25	14 64	....	1 82	123 00	18 00	13 00
aCarleton	240 56	95	1,479 30	7 60	6	4,475 00	22 45	3 86	....	2 21	127 00	3 00	13 00
Centre Burlington	228 06	429	7,082 20	34 93	190	3,800 90	171 25	19 06	....	1 83	115 00	....	13 00
Centreville	901 58	302	4,195 37	23 37	138	1,107 04	88 45	13 46	....	1 85	383 00	....	44 00
Chester	1,763 39	2,602	43,885 79	219 32	543	12,200 46	344 09	1·9 51	39 00	8 92	767 00	4 00	100 00
Chester Basin	621 18	796	10,207 38	55 74	275	4,653 80	184 08	34 59	....	1 94	320 00	54 00	38 00
Cheverie	391 20	500	7,576 98	40 06	220	3,412 69	132 40	22 20	....	3 60	192 00	20 00	19 00
Chignecto	268 96	811	8,087 68	58 45	42	909 45	42 90	32 86	6 39	96	202 50	....	22 00
Christmas Island	194 33	289	4,206 58	21 77	41	677 01	72 22	12 00	....	65	115 00	22 50	13 00
Church Point	747 28	461	9,819 06	49 02	386	6,937 01	340 80	22 30	....	4 21	200 00	....	25 00
Clarence	114 06	175	2,535 57	12 67	40	750 25	6 60	7 40	....	70	76 00	....	6 00
Clarke's Harbour	765 65	946	14,045 53	74 59	308	7,231 18	246 12	40 92	....	2 83	382 00	12 00	44 00
Clementsport	541 32	510	6,320 96	36 70	361	5,685 03	113 74	24 01	....	3 80	267 00	35 00	31 00
Clementsvale	253 60	298	5,496 24	27 46	154	2,898 15	45 10	13 46	....	3 40	125 00	....	13 00
Cleveland	166 63	124	1,677 97	9 00	63	1,396 02	75 79	5 59	....	1 76	107 00	4 00	9 50
Clyde River	305 92	620	14,105 03	62 53	163	4,222 37	57 56	26 43	....	1 56	144 00	5 00	13 00
Cold Brook Sta	574 93	124	1,459 91	8 96	46	414 44	25 19	5 42	....	49	341 00	....	38 00
Collingwood Corner	274 05	427	8,616 23	41 51	101	1,721 37	292 07	18 09	....	4 52	120 50	34 00	13 00
Crossburn	906 00	684	8,760 75	48 82	52	933 05	57 51	27 88	....	2 05	458 00	....	50 00
Cross Road Country Harbour	197 07	189	5,344 00	23 19	124	2,367 35	159 19	8 80	....	3 12	164 00	8 00	13 00
Dartmouth	4,883 74	2,231	21,469 90	140 18	1,631	23,923 88	1,057 76	105 55	3 05	6 32	1,124 00	18 00	....
Debert Station	335 81	491	6,407 45	35 93	88	1,130 37	69 25	20 64	....	1 53	176 00	24 00	19 00
Denmark	295 90	115	3,137 45	13 79	217	3,185 27	431 41	6 77	....	5 43	140 00	50 00	13 00
Descouse	360 53	684	14,139 58	63 73	965	27,625 16	66 90	37 01	....	2 80	184 00	12 00	19 00
Digby	5,078 12	3,837	41,303 74	246 45	1,641	27,885 90	1,292 65	169 89	7 50	3 04	b1,696 00	236 66	....
Doctor's Cove	77 24	47	998 77	4 53	59	940 59	12 32	2 47	....	1 50	37 00	....	....
Dominion No. 4	484 66	733	11,155 50	77 12	57	702 66	9 00	29 89	....	2 49	303 00	....	38 00
Dominion No. 6	360 59	821	13,067 17	87 29	52	719 65	40 45	33 48	....	1 61	167 00	....	16 00
Durham	155 31	133	1,798 24	9 33	42	667 13	37 81	5 74	....	3 16	89 50	....	6 00
Earltown	147 18	79	1,967 60	9 33	46	996 39	24 65	3 62	....	2 27	99 00	6 00	6 00
East Apple River	226 64	665	8,704 61	16 38	29	587 41	46 80	26 89	....	0 73	137 00	....	13 00
Eastern Harbour	486 03	1,281	23,496 68	113 35	487	10,062 48	172 00	56 11	....	3 09	263 00	27 00	31 00
East Pubnico	220 23	246	3,550 98	18 89	125	2,157 51	30 70	11 09	....	2 20	108 00	....	6 00
Economy	263 30	221	4,016 84	19 65	123	2,479 42	72 67	10 07	1 04	3 62	179 50	....	13 00
Ellershouse	250 13	563	5,913 84	36 72	63	1,090 52	143 65	23 15	....	1 07	136 75	15 00	13 00
Elmsdale	827 26	983	12,491 82	71 56	287	5,802 47	359 73	42 19	....	1 91	398 00	25 00	44 00

aAccounting from Nov. 1 1910.   bIncluding commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Enfield	299 83	410	5,190 94	28 77	154	4,107 98	70 10	17 94	....	0 69	176 00	36 00	19 00
Englishtown	230 92	205	2,738 68	14 91	189	3,916 60	143 36	10 09	....	0 74	165 00	92 00	13 00
Eureka	501 65	568	5,530 47	33 01	162	1,763 28	224 30	24 34	....	2 14	251 00	6 00	31 00
Falmouth Station	373 70	496	5,108 48	31 09	113	1,297 64	56 60	20 97	....	0 59	180 00	30 00	19 00
Five Islands	293 61	484	6,466 48	35 43	156	3,176 86	47 33	20 92	....	4 54	175 50	....	16 00
Florence	500 05	1,553	17,749 75	120 00	26	696 38	2 80	62 38	....	0 11	235 00	3 00	25 00
Freeport	487 60	1,035	19,351 32	90 70	238	5,230 73	61 27	43 78	....	3 46	256 00	....	25 00
Frizzleton	137 07	263	5,145 93	24 14	143	3,392 37	136 69	11 95	....	2 31	82 50	10 60	6 00
Gabarouse	128 59	183	3,138 60	15 70	74	1,535 46	57 00	8 06	....	0 89	80 00	52 00	6 00
Gabarouse Barachois	298 31	364	6,691 50	31 27	7	185 05	7 35	14 63	....	3 10	162 00	....	16 00
Gaspereaux	803 58	428	4,900 19	29 39	109	1,384 52	64 00	18 21	....	1 21	376 50	12 00	44 00
Gay's River	142 77	178	3,558 46	16 01	51	958 71	16 92	7 63	....	1 14	71 00	6 00	6 00
Glace Bay	7,628 58	8,118	101,042 50	663 80	1,811	27,108 92	935 69	342 83	35 73	7 28	*b*2,633 37	68 00	....
Glenholme	297 40	327	4,485 45	24 95	67	1,147 16	38 45	13 75	....	2 33	159 00	....	19 00
Glenwood	107 81	310	3,496 31	19 78	148	2,521 80	55 55	13 88	....	0 42	53 00	3 00	6 00
Goldboro	563 89	820	12,084 97	60 17	353	9,047 83	341 31	36 33	....	1 10	278 00	36 00	31 00
Goldenville	151 83	132	3,015 88	13 97	93	2,535 57	23 60	6 21	....	2 16	74 00	....	6 00
e Grafton	271 33	109	1,478 86	8 47	13	331 27	14 85	4 49	....	1 20	156 00	....	19 00
Grand Etang	176 02	393	6,598 64	32 11	174	4,314 75	57 50	17 46	....	1 23	97 00	....	6 00
Grand Pré	380 70	545	9,061 89	44 95	105	1,754 50	151 10	22 85	....	3 16	225 00	12 00	25 00
Grand River	213 73	294	4,399 95	22 10	81	2,419 82	28 40	12 57	....	2 77	108 00	54 00	13 00
Granville Centre	221 07	240	2,859 54	15 80	105	1,333 73	52 35	10 65	....	0 48	109 00	....	13 00
Granville Ferry	789 00	860	10,445 43	58 11	330	6,603 34	124 81	37 70	....	0 91	425 50	148 00	50 00
Great Village	878 47	931	10,854 68	59 75	345	6,511 47	351 34	40 69	12 65	3 15	438 00	240 00	50 00
Greenwich	326 58	463	5,421 88	29 76	45	838 37	16 60	18 97	....	0 31	215 00	174 00	19 00
Guysborough	1,553 05	1,783	25,716 87	132 45	963	21,055 22	1,194 25	80 95	....	4 07	*b* 731 00	306 00	....
Halifax	*119,561 78	....	....	....	....	....	....	....	....	....	....	....	....
*(Divided as follows):—													
Head Office	105,778 83	15,313	203,474 25	1,462 96	61,989	894,459 72	70,364 89	....	....	*c*1,003 43	*d*	....	....
Sub-office No. 5	660 00	127	1,528 29	8 73	10	130 85	10 68	5 18	....	0 53	100 00	....	....
Dutch Village	413 45	104	535 97	4 80	9	130 80	1 90	4 25	....	0 43	140 00	....	13 00
Fairview Stn.	195 00	....	....	....	....	....	....	....	....	....	130 00	....	13 00
Gottingen St.	7,009 50	5,572	51,775 18	363 43	169	2,649 23	1,131 54	224 57	3 66	6 48	200 00	....	....
Morris St.	5,505 00	1,774	11,905 69	103 01	12	139 77	212 05	71 08	0 38	2 08	200 00	....	....

*a*Hampton	218 67	11	73 05	0 53	......	......	3 47	0 41	......	0 16	110 00	8 00	13 00
Hantsport	1,397 71	1,994	18,960 14	119 75	1,053	15,816 72	778 10	90 29	6 17	3 05	595 00	25 00	75 00
Havre Boucher	346 19	945	16,539 13	80 18	408	7,929 06	92 16	41 88	......	3 95	170 00	8 00	19 00
Hazel Hill	396 09	1,241	13,584 99	87 35	57	831 88	72 50	50 21	......	2 01	260 00	5 00	25 00
Heatherton	293 24	425	5,518 48	30 54	152	2,851 70	128 96	18 52	......	1 35	155 00	30 00	19 00
Hebron	566 01	522	4,895 01	30 41	307	3,790 58	113 37	23 95	......	0 89	285 00	54 00	31 00
Hopewell	687 30	555	11,284 13	50 48	427	4,911 33	379 11	26 47	2 82	4 08	340 00	20 00	38 00
Hortonville	321 66	405	12,547 44	47 14	134	3,334 13	45 53	17 51	......	1 87	162 00	......	19 00
Hubbards	648 62	602	8,661 42	46 82	163	4,045 58	176 22	25 71	......	1 82	361 00	62 00	38 00
Ingonish	109 22	155	3,177 81	14 60	42	957 07	14 10	6 62	......	1 75	52 00	90 00	......
Ingramport	242 98	312	5,415 88	28 97	59	1,004 71	50 39	13 07	......	0 68	148 00	......	13 00
Inverness	2,704 75	2,004	32,315 83	199 12	668	14,020 18	576 33	86 84	1 14	13 01	*b*1,183 00	13 32	......
Iona	301 29	154	2,297 06	12 11	71	1,136 26	49 77	6 87	......	0 61	161 00	30 00	19 00
Irish Cove	110 09	40	811 12	3 94	21	321 32	37 45	1 81	......	2 17	59 00	28 00	6 00
Isaac's Harbour	357 94	493	6,534 44	33 95	249	5,073 93	130 01	22 21	7 70	2 55	218 50	......	19 00
Joggin Mines	1,496 51	3,989	46,951 51	316 07	312	3,469 11	221 75	162 68	30 29	1 99	560 00	12 00	75 00
Kemptville	299 17	435	8,154 74	38 01	75	1,532 74	41 65	18 15	......	1 09	136 50	12 00	13 00
Kentville	6,404 94	4,732	57,316 98	331 07	2,476	31,035 33	1,613 55	214 01	......	11 89	*b*2,148 00	300 00	......
Kingsport	375 64	463	4,405 92	27 74	78	942 37	44 25	19 30	......	1 65	164 00	......	19 00
Kingston Station	848 84	1,014	14,299 85	75 56	286	3,964 60	190 96	43 42	......	5 48	142 00	92 00	50 00
La Have	292 87	448	8,093 60	39 56	118	2,957 94	142 63	19 10	......	2 35	149 00	......	13 00
*a*L'Ardoise	298 75	14	241 89	1 11	......	......	......	0 56	......	......	157 50	......	13 00
Lawrencetown	1,484 93	1,141	11,751 80	70 15	1,241	16,566 24	1,509 12	58 05	0 03	2 34	634 00	11 00	75 00
Liscomb	190 11	137	2,376 24	11 71	38	862 68	47 72	5 86	......	4 50	108 00	8 00	13 00
Little Bras d'Or	180 00	408	6,919 54	33 52	52	776 78	10 00	16 84	......	0 15	71 00	......	6 00
LittleRiv'rMusquodoboit	291 56	421	6,155 85	31 51	91	2,222 23	89 35	17 75	......	1 17	144 00	11 00	16 00
Liverpool	4,576 21	3,319	31,992 84	201 86	1,505	27,717 65	1,413 62	147 81	7 21	4 49	*b*1,620 98	66 00	......
Lochaber	723 15	134	4,931 03	19 96	126	3,027 61	109 87	6 62	......	0 58	326 00	58 00	34 50
Londonderry	1,981 70	2,583	28,915 05	180 92	635	9,406 82	338 85	169 67	......	6 45	750 00	54 00	100 00
Louisburg	1,290 73	2,144	26,362 09	153 84	475	7,876 29	170 93	90 51	......	4 83	595 00	41 00	75 00
Lower Argyle	355 08	532	9,796 83	45 79	222	4,317 72	45 39	23 50	......	0 52	197 00	......	19 00
Lower East Pubnico	290 82	766	10,813 12	54 63	425	8,872 94	155 05	31 89	......	1 24	172 00	14 00	19 00
Lower l'Ardoise	249 82	499	7,737 74	38 64	213	5,249 36	42 81	22 09	......	1 16	153 00	6 00	13 00
Lower Stewiacke	1,259 72	697	12,276 84	63 46	593	12,493 28	618 71	33 81	2 21	9 42	607 00	12 00	75 00
Lower Wood Harbour	398 03	1,391	22,109 22	112 85	375	7,966 07	92 95	59 39	......	0 83	208 00	20 00	25 00
Lunenburg	4,918 58	4,752	54,690 56	317 31	1,398	25,292 98	707 69	204 06	......	1 43	*g*1,865 46	154 00	......
Lydgate	165 13	480	7,439 72	37 92	359	7,035 51	229 09	22 79	......	1 50	89 00	......	6 00
Lyon's Brook	288 21	253	3,362 00	19 75	120	1,253 91	114 60	11 32	......	4 63	143 00	3 00	13 00
McGray	119 33	164	3,062 56	15 16	55	765 22	1 15	7 11	......	1 06	47 00	......	......
McKay's Corner	283 21	436	5,510 82	31 28	66	1,174 55	31 35	18 10	......	0 41	140 00	......	13 00
Mabou	674 36	1,032	16,326 37	82 54	361	7,041 32	285 44	44 89	......	1 67	452 00	34 00	44 00
Maccan	658 93	1,028	12,589 58	72 46	171	2,339 03	178 02	42 83	......	1 65	374 00	66 00	41 00
Mahone Bay	2,140 89	2,101	28,139 40	151 97	1,056	20,259 91	790 93	94 60	......	5 60	841 00	42 00	125 00
Main à Dieu	149 44	515	9,392 74	44 49	88	1,082 22	5 05	21 48	......	0 35	80 00	10 00	6 00
Maitland (Hants)	791 15	796	9,289 97	55 50	483	9,616 63	378 97	36 67	7 84	1 20	400 00	130 00	14 00
Marble Mountain	676 89	801	15,316 26	106 34	97	2,385 63	133 25	33 01	......	3 48	331 00	6 00	38 00
Margaree Harbour	347 51	477	7,638 53	38 88	429	13,045 33	98 11	23 37	......	1 81	229 00	148 00	19 00
Margaretsville	318 49	168	3,003 33	14 85	209	3,315 03	188 15	8 81	......	2 46	161 00	18 00	19 00

a Accounting from March 1, 1911. *b* Including commission on box rents. *c* Commission to non-accounting offices, &c. *d* For salary, &c., see Auditor General report. *e* Accounting from Nov. 1, 1910. *f* Including $9.37 arrears Box Rents. *g* Including $10 arrears Box Rents.

APPENDIX C.—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Marion Bridge	152 82	78	1,580 87	7 12	14	249 35	125 36	3 26	....	0 75	62 00	36 00	6 00
Melvern Square	426 91	299	3,604 05	20 08	162	2,449 55	88 52	13 58	....	2 05	216 00	....	25 00
Meregonish	350 58	295	5,894 15	30 26	149	3,108 54	277 26	13 29	....	2 23	172 00	42 00	19 00
Meteghan	419 59	673	14,808 66	67 45	501	7,001 87	143 45	31 93	....	3 47	218 00	5 00	25 00
Meteghan River	601 98	514	8,110 35	40 29	397	8,602 83	291 51	24 53	....	0 41	237 00	....	25 00
Middle Musquodoboit	542 59	839	13,411 48	66 81	415	8,299 35	212 72	37 71	9 06	2 99	296 60	190 00	31 00
Middle Stewiacke	201 62	247	4,270 38	21 47	128	3,614 47	23 30	11 16	....	1 16	100 00	3 00	13 00
Middleton	3,328 56	2,687	33,300 08	182 72	2,198	5,0567 12	1,564 52	129 46	3 36	4 53	1,170 00	192 00	175 00
Middle West Pubnico	148 02	445	9,777 41	44 61	149	3,165 12	29 80	19 29	....	1 90	65 00	....	6 00
Milford Station	543 97	389	6,140 49	31 44	150	2,906 82	132 62	17 06	....	2 54	271 00	12 00	31 00
Mill Village	388 68	439	4,240 79	26 89	105	1,849 63	65 33	18 61	....	1 57	209 00	8 00	22 00
Milton	882 08	685	7,073 35	43 53	261	3,588 17	187 92	30 01	....	6 36	429 00	....	50 00
Morden	84 72	137	2,703 95	12 85	50	681 42	17 60	5 98	....	0 38	50 00	....	6 00
Moser's River	224 10	535	6,077 18	34 62	137	3,163 91	23 87	22 77	....	1 36	119 00	....	13 00
Mount Uniacke	385 12	394	4,420 50	26 26	105	2,567 94	132 36	16 81	....	0 47	191 00	74 00	19 00
Mulgrave	1,338 26	2,444	37,480 91	195 43	352	5,674 07	304 02	101 28	7 34	13 92	591 00	24 00	75 00
Musquodobiot Harbour	588 96	737	9,025 74	49 17	168	3,258 07	318 75	31 16	....	3 08	285 00	136 00	31 06
Nappan Station	332 73	226	3,464 50	25 23	44	568 67	39 05	9 48	....	1 11	179 00	5 00	19 00
New Aberdeen	1,684 75	3,673	68,500 72	538 68	267	5,205 16	66 30	149 59	59 49	1 15	804 00	....	125 00
New Campbellton	199 82	145	1,256 65	8 18	48	886 00	6 60	6 28	....	0 34	111 50	6 00	13 00
New Germany	548 40	528	10,051 25	46 62	292	6,579 38	123 76	24 04	....	2 28	276 00	90 00	31 00
New Glasgow	14,926 81	5,821	67,586 48	431 42	4,402	60,059 95	5,474 46	276 86	41 38	43 39	*b*4,265 00	224 00	....
Newport	727 96	732	11,572 17	57 75	264	4,487 24	303 91	31 92	0 10	2 31	395 00	365 00	44 00
Newport Landing	278 04	347	4,837 75	25 89	159	2,324 49	30 90	15 47	....	2 81	137 00	....	13 00
New Ross	526 36	837	10,944 51	62 07	138	3,447 36	25 45	34 86	....	2 63	281 00	18 00	31 00
*a*New Waterford	933 80	1,371	19,941 51	128 75	79	801 23	83 11	55 63	0 62	4 33	*c*303 00	....	*d*37 75
Nictaux Falls	303 55	503	5,723 88	32 43	95	1,449 57	46 79	21 07	....	1 07	159 00	8 00	19 00
Noël	346 76	572	11,738 76	54 20	207	5,354 88	277 48	24 95	....	3 20	191 00	7 00	19 00
North Brookfield	205 87	333	4,722 76	24 24	120	2,778 60	62 74	14 52	....	1 43	124 60	....	6 00
North Lochaber	466 81	63	1,203 82	5 64	21	318 92	29 65	2 73	....	0 50	212 00	14 00	25 00
Northport	282 51	373	5,895 48	30 43	102	1,502 23	298 95	15 94	....	1 87	123 00	3 00	13 00
North Sydney	7,915 51	5,000	58,080 19	354 88	2,105	38,661 23	1,674 79	221 05	3 13	7 77	*b*2,704 00	297 00	....
Old Barns	279 06	219	2,826 43	15 93	69	785 22	32 40	9 45	....	0 60	131 00	16 00	13 00

Old Bridgeport	1,235 38	2,024	53,258 51	477 96	154	2,221 26	65 16	82 50	29 58	4 69	585 00	4 00	75 00
Oldham	188 93	208	1,922 69	11 73	13	308 90	4 20	8 45		0 27	105 00		6 00
Orangedale	342 20	412	9,398 70	40 67	171	2,868 99	194 78	18 19		0 94	125 00	16 00	13 00
Oxford	2,775 21	1,397	19,551 12	107 04	1,632	26,561 71	1,959 81	72 20	4 04	14 69	1,117 00	34 00	150 00
Paradise	503 29	516	6,431 48	35 45	156	2.175 70	64 46	22 20		3 47	245 00	24 00	25 00
Parrsboro	3,421 52	1,995	22,850 09	136 07	1,525	25,519 91	1,466 03	95 05	4 27	8 38	1,278 00	66 00	200 00
Petite Riviere Bridge	426 19	384	4,978 57	26 43	114	2,721 30	82 10	16 80		1 61	210 00	6 00	25 00
Pictou	7,677 47	3,156	47,337 31	255 54	3,477	57,932 69	3,579 65	161 01		40 21	*b* 2,656 00	222 00	
Pictou Landing	140 78	91	1,546 33	8 54	46	647 91	38 35	4 10		1 61	78 00		6 00
Plympton	308 79	513	6,467 26	37 43	133	1,832 33	38 60	21 85		1 38	154 00		19 00
Point Tupper	389 50	497	5,831 55	34 64	87	1,816 15	69 19	20 75		3 16	198 00	18 00	19 00
Port Grenville	459 39	734	9,760 58	53 84	231	3,043 48	130 94	31 67		2 56	287 00	52 00	25 00
Port Hastings	702 75	433	9,350 73	45 69	241	6,085 70	221 11	19 73		9 76	350 00	22 00	44 00
Port Hawkesbury	1,559 12	1,398	16,352 40	93 26	828	17,062 31	819 67	64 20	2 48	6 63	659 00	12 00	75 00
Port Hood	1,487 07	1,892	26,328 45	140 85	623	13,308 55	462 07	81 91		3 28	606 00	15 00	75 00
Port Hood Mines	369 71	461	6,295 25	34 06	30	473 57	21 50	18 74		0 65	173 00		19 00
Port Howe	126 30	204	2,752 08	15 56	57	1,102 82	34 40	8 73		0 63	63 00		6 00
Port la Tour	178 68	240	5,312 40	23 79	195	4,026 89	12 37	11 55		1 83	90 50		6 00
Port Lorne	219 14	138	3,499 53	14 57	160	2,726 91	152 33	7 12		1 22	130 00		13 00
Port Maitland	742 33	777	12,538 77	62 64	397	7,952 79	108 43	35 05		4 64	365 00		44 00
Port Medway	421 46	516	4,385 52	28 41	204	5,228 20	163 45	22 68		0 52	209 00		25 00
Port Morien	1,043 86	1,509	22,325 59	120 21	157	2,862 24	100 35	61 93	11 12	1 28	538 00	18 00	50 00
Port Wade	175 93	356	4,806 76	25 95	64	686 39	62 30	14 88		0 46	71 00		6 00
Port Williams	681 91	842	7,747 20	51 12	343	5,289 42	291 82	37 11		2 16	333 00	25 00	38 00
Prospect	126 32	44	1,267 36	5 14	35	220 94	113 37	2 11	03	3 60	58 00		6 00
Pubnico Head	418 35	685	9,680 94	48 67	548	12,047 11	59 74	32 88		2 12	216 00	5 00	25 00
Pugwash	1,929 75	2,008	27,095 35	147 69	812	11,358 78	731 93	88 44	7 15	7 32	748 00	86 00	100 00
Pugwash Junction	214 53	121	3,006 13	13 34	86	2,157 61	56 05	5 70		2 09	126 00	48 00	13 00
Reserve Mines	755 05	1,722	24,647 52	185 91	148	1.999 94	87 56	70 36	33 89	1 79	434 00		50 00
River Bourgeoise	161 45	218	5,110 04	23 04	414	12,790 68	207 50	12 86		3 23	87 00		6 00
River Hebert (West Side)	1,073 31	1,299	11,091 80	76 66	502	8,946 64	265 46	55 61		2 18	500 00	84 00	50 00
River John	786 65	1,334	17,861 46	98 34	536	9,300 66	446 15	58 72	1 89	4 75	423 50	50 00	50 00
Riverport	350 28	468	7,791 74	38 55	93	2,271 58	20 85	19 65		0 51	153 00		19 00
Rose Bay	158 44	373	6,701 81	36 21	49	815 86	5 40	15 41		0 98	70 00		6 00
Round Hill	403 70	590	5,863 61	36 46	258	4,629 57	170 07	26 18		0 69	194 00		19 00
St. Andrews	179 98	211	3,654 54	18 79	83	1,598 26	148 90	9 27		1 32	85 00	24 00	6 00
Ste. Croix	334 00	236	3,832 42	19 55	69	1,058 90	48 75	10 13		1 82	186 00		19 00
St. Peter's	1,187 58	889	10,297 69	59 02	438	7,966 17	530 75	39 94	04	5 47	598 00	189 08	50 00
Salmon River (Digby)	218 12	238	6,045 81	25 96	324	7,211 92	70 21	12 76		1 01	114 00		13 00
Sandy Cove	364 68	810	16,054 74	72 97	199	3,417 60	92 05	34 39		1 44	200 00	72 00	19 00
e Sandy Point	320 65	132	1,620 20	8 94	5	95 75	50 65	5 33		2 27	152 00		19 00
Saulnierville	267 67	279	6,233 01	26 00	169	3,232 86	111 02	12 85		1 07	88 00	10 00	6 00
Scotch Village	212 94	260	4,567 94	22 57	118	1,514 99	36 25	11 58		1 12	125 00	18 00	13 00
Scotsburn Station	575 80	497	8,745 49	44 01	120	2,091 31	274 28	21 08		1 79	302 00	90 00	38 00
Shag Harbour	171 05	355	7,328 77	33 06	79	1,177 74	70 20	14 99		4 79	107 00		13 00
Sheet Harbour	559 93	573	12,402 58	60 03	209	5,187 30	217 62	25 01	1 19	12 12	375 00	270 25	38 00
Shelburne	2,116 44	2,751	34,499 01	192 80	771	15,671 26	900 78	117 75		6 44	830 44	72 00	18 04
Sherbrooke	1,004 72	1,058	14,557 15	77 49	524	15,220 98	813 30	47 56		4 82	571 00	268 50	50 00

a Non-accounting from Jan. 15, '11. *b* Including commission on box rents. *c* Including $90 arrears salary. *d* Including $12.75 arrears rent.

e Accounting, from Nov. 1, 1910. *f* Including $2.44 arrears box rent.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards, Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Shubenacadie	1,642 51	1,907	21,036 69	123 78	618	12,058 58	616 50	82 46	2 11	5 12	785 00	180 00	100 00
Somerset	252 06	416	4,825 80	27 35	71	876 23	105 80	17 35	....	1 41	133 00	....	13 00
Sonora	213 36	107	2,203 09	10 08	194	6,599 92	211 30	6 22	....	2 24	118 00	....	13 00
Southampton	292 31	327	5,422 07	26 42	69	974 22	119 93	13 77	....	3 08	144 00	....	13 00
South Farmington	330 66	693	19,265 89	76 73	88	1,593 54	67 38	28 60	....	1 11	176 00	80 00	19 00
*b*South Gut of St. Ann's	117 62	34	379 86	2 19	23	416 37	3 05	1 59	....	0 72	80 00	35 00	6 00
South Maitland	330 40	230	2,961 87	16 44	91	1,417 33	62 49	10 11	....	4 91	204 00	....	25 00
South Ohio	303 15	352	5,535 46	28 67	115	1,785 22	71 18	15 23	....	0 90	140 00	36 00	13 00
Springfield	538 67	1,231	18,913 35	94 57	235	3,179 54	129 09	51 59	....	2 57	281 00	54 00	31 00
Springhill	5,418 49	6,258	71,590 73	510 35	2,094	31,366 21	1,174 50	271 26	32 99	12 77	*f*1,856 50	11 00	....
Springhill Junction	329 52	170	2,034 60	17 78	22	164 18	5 20	7 02	....	1 72	133 00	....	13 00
Spry Bay	235 99	150	3,345 16	14 90	129	2,835 92	62 56	7 29	....	3 13	145 00	7 00	13 00
Stellarton	3,523 21	3,862	43,400 44	271 05	1,149	19,528 95	831 17	165 97	15 38	7 21	1,275 00	....	175 00
Strathlorne	97 66	45	968 91	4 60	48	1,037 21	45 25	2 28	....	1 72	82 00	10 00	6 00
Sunnybrae	339 93	269	5,755 58	26 04	87	1,574 57	75 56	11 63	....	2 61	164 00	32 00	19 00
*c*Surette Island	81 90	38	902 14	4 28	93	1,355 00	17 14	2 45	....	2 58	40 00	3 00	....
Sydney	24.598 38	....	....	....	....	....	....	....	....	....	....	....	....
*Divided as follows:—													
Head Office	24,486 95	14,893	263,166 42	1,938 49	5,574	88,625 18	3,696 61	*g*313 36	*g*58 53	9 36	6,155 44	220 00	....
Ashby	111 43	....	....	....	....	....	....	....	....	....	215 46	....	18 66
Sydney Mines	4,447 16	8,399	103,203 09	794 64	603	10,393 91	431 72	341 99	28 38	6 44	*f*1,613 00	....	....
Tangier	407 59	693	12,048 63	57 30	72	1,412 77	233 66	28 44	....	2 28	215 00	78 00	19 00
Tatamagouche	1,082 57	1,624	22,840 74	120 73	1,171	20,518 41	1,106 82	76 67	16 81	4 33	534 50	108 00	50 00
Thompson's Station	246 06	229	2,846 10	15 49	70	1,009 89	89 15	9 84	....	1 59	142 00	54 00	13 00
*a*Thorburn	563 22	634	8,493 52	52 65	143	1,903 04	88 15	26 79	0 55	2 36	324 00	....	38 00
Tidnish	145 28	171	4,056 04	18 13	58	663 37	61 87	7 42	....	3 94	75 00	....	6 00
Tiverton	254 91	1,197	20,681 03	102 10	68	985 70	88 32	48 56	3 83	4 86	139 00	....	13 00
*d*Torbrook Mines	337 11	40	740 98	3 60	5	156 53	42 50	1 65	....	0 87	156 00	....	19 00
Tracadie	212 33	265	3,332 82	20 38	205	2,960 27	61 55	12 65	....	0 73	110 00	6 00	13 00
Trenton	1,824 02	1,579	11,941 82	86 32	195	2,536 47	118 07	65 11	....	3 50	722 00	3 00	100 00
Truro	20,520 55	6,405	70,028 28	421 85	7,930	111,454 59	8,783 12	335 50	30 65	25 81	*f*5,365 00	180 00	....
usket	555 24	880	15,220 82	75 73	774	20,678 52	169 15	42 94	....	2 21	324 00	48 00	31 00
*c*Upper Kennetcook	235 84	24	522 76	2 49	4	43 25	14 84	1 00	....	1 18	163 00	....	19 00

Upper Musquodoboit	289 88	457	8,802 00	41 10	242	5,686 57	197 95	20 70	....	2 04	142 00	55 00	13 00
j Upper Port la Tour	196 32	61	945 92	4 78	7	36 00	34 50	2 51	....	0 85	102 00	....	13 00
Upper Stewiacke	616 85	443	8,262 84	39 87	263	4,866 34	126 67	20 35	7 40	2 21	326 50	74 00	38 00
Wallace	810 01	1,174	17,223 26	89 09	612	10,738 42	413 40	53 08	14 84	5 21	514 00	12 00	50 00
Walton	457 19	382	5,902 26	32 39	135	2,920 76	121 03	16 63	....	6 42	242 00	30 00	25 00
Waterville	937 28	903	10,237 25	58 96	352	5,683 70	262 42	39 64	2 79	2 83	529 00	48 00	50 00
Waverley	245 21	372	4,304 70	25 37	113	2,261 07	53 80	16 01	....	0 75	147 00	....	13 00
Wedgeport	236 00	422	9,251 68	42 59	168	4,574 43	52 15	18 56	....	1 59	185 00	....	19 00
Wentworth Centre	191 96	171	2,229 66	13 33	95	1,209 76	88 17	7 79	....	0 90	63 00	....	6 00
West Arichat	308 30	463	6,237 99	33 23	439	10,272 39	92 72	22 91	....	1 56	141 00	6 00	13 00
West Bay	291 59	330	4,306 52	23 23	126	2,157 23	115 36	14 46	....	2 95	153 00	120 00	16 09
Westchester Station	461 23	1,409	19,787 14	103 83	184	2,713 96	130 80	58 20	....	1 32	230 00	9 00	25 00
West Gore	246 23	470	9,013 03	41 87	109	2,393 38	89 70	19 89	....	0 95	113 00	....	13 00
Westport	681 28	1,117	17,037 07	88 14	222	3,289 03	114 45	46 90	8 78	2 91	348 00	....	38 00
West Pubnico	300 54	184	3,997 25	19 16	194	3,555 13	55 73	9 30	....	2 55	150 00	....	19 00
Westville	3,969 99	4,903	46,693 71	308 76	1,303	19,586 37	1,332 62	209 15	7 18	4 86	*f i* 1,478 00	24 00	....
Weymouth	1,838 98	1,482	22,128 84	121 48	749	13,767 66	742 27	66 77	16 11	3 82	790 00	*h* 114 83	100 00
Weymouth North	630 38	362	4,317 49	24 38	88	1,160 52	21 14	15 36	....	2 49	307 00	....	38 00
Whitehead	168 34	515	10,211 58	45 63	128	2,189 74	122 64	21 88	....	3 61	82 00	38 50	6 00
Whitney Pier	2,051 12	4,359	60,353 87	363 41	274	4,167 35	275 33	177 10	6 16	1 51	772 00	....	100 00
Whycocomagh	571 21	465	6,662 69	34 91	313	6,527 50	310 21	21 73	....	1 76	326 00	108 00	31 00
Wilmot	219 12	129	1,997 04	9 96	63	1,130 69	18 85	5 79	....	1 21	118 00	....	13 00
Windsor	7,993 30	4,939	53,775 57	332 10	3,121	45,885 11	2,970 31	228 83	28 01	13 75	2,642 00	125 00	....
Wolfville	5,503 29	3,410	33,280 44	210 76	2,502	52,995 84	2,531 56	161 46	1 35	10 49	1,781 00	12 00	275 00
Yarmouth	13,678 53	6,883	86,841 85	505 29	7,618	124,632 53	7,029 80	351 50	41 72	21 99	4,169 00	433 32	....
Yarmouth North	1,463 20	1,670	28,395 44	142 17	116	2,220 92	39 28	67 96	....	2 14	784 00	....	100 00
Non-accounting Post Offices	92,315 81	....	....	....	....	....	....	....	....	....	73,430 95	1,876 82	1,902 51
	552,934 02	....	....	....	....	....	....	....	....	....	....	....	....
LESS—Value of postage stamps affixed to postal notes	522 50	....	....	....	....	....	....	....	....	....	....	....	....
Totals	552,411 52	325,200	4,374,324 92	26,188 70	195,403	3,202,077 60	182,190 03	13,390 23	876 54	1,974 34	204,779 37	13,508 69	10,123 00

a Non-accounting from May 7 to July 1, 1910. *b* Accounting from June 1, 1910. *c* Accounting from May 1, 1910. *d* Accounting from Jan. 1, 1911. *e* Accounting from Nov. 1, 1910. *f* Including commission on box rents. *g* To 1st Oct. 1910. *h* Including $11 arrears forward. *i* Including $1.34 arrears box rents. *j* Accounting from December 1, 1910.

APPENDIX C—*Continued.*

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Albert	646 79	953	12,291 63	67 30	184	3,810 24	284 27	39 96	7 24	1 57	364 00	48 00	34 50
Alma	357 92	577	11,084 19	53 03	79	1,133 18	93 96	23 87	....	3 98	206 00	4 00	19 00
Anagance	176 42	357	4,989 37	26 70	81	1,065 05	57 85	15 09	....	0 80	80 00	30 00	6 00
Andover	709 39	805	10,328 76	61 66	242	3,082 96	457 50	34 62	8 85	4 13	360 00	8 00	41 00
Apohaqui	510 90	463	7,890 05	39 15	212	3,296 20	339 10	20 64	....	0 49	269 00	110 00	31 00
Baie Verte	290 75	273	3,081 76	18 15	86	1,598 16	204 00	11 78	....	2 20	152 00	3 00	16 00
Baker Brook	195 47	99	2,654 69	11 53	6	48 00	38 24	4 02	....	2 94	137 50	....	16 00
Bass River	220 35	303	5,434 09	26 45	127	2,565 72	223 04	19 39	....	2 78	162 00	70 00	13 00
Bath	964 67	879	12,434 71	66 83	240	3,942 64	496 36	37 56	22 90	3 14	472 00	38 00	50 00
Bathurst	4,234 29	1,695	32,310 16	160 37	1,222	22,549 62	1,869 36	80 02	33 69	23 14	c1.543 00	580 00	....
Bathurst Village	1,014 49	1,575	20,893 13	115 20	155	3,022 89	211 66	64 55	5 66	4 02	456 00	15 00	50 00
Bayfield	365 68	1,023	16,117 51	84 03	108	1,538 09	396 68	42 00	3 90	2 67	182 00	....	19 00
Beaver Harbour	239 64	514	7,060 33	38 16	145	6,395 66	80 35	22 01	....	1 91	110 00	....	13 00
Benton	377 20	596	6,550 33	38 76	141	1,617 79	55 93	25 25	....	2 70	193 00	3 00	19 00
Blackville	666 11	379	7,636 32	38 40	178	2,852 10	457 35	16 94	0 53	12 15	385 00	11 00	38 00
Bloomfield	70 06	201	3,202 50	16 52	31	420 65	13 45	8 35	....	12	36 50	....	....
Bloomfield Station	247 02	312	5,054 69	25 39	105	1,101 30	64 36	13 53	....	2 74	125 00	5 00	13 00
Boiestown	962 88	287	8,798 46	36 87	58	1,284 56	182 09	12 06	....	10 16	512 50	30 00	50 00
Bristol	496 97	736	10,347 18	68 55	146	2,651 62	620 15	30 90	13 87	4 79	265 00	196 00	31 00
Buctouche	1,005 68	1,862	38,322 23	175 95	575	12,409 55	612 16	80 23	2 03	3 51	460 00	150 00	50 00
Burtt's Corner	268 89	427	8,108 32	38 57	49	752 10	74 96	17 57	1 38	5 27	141 00	....	13 00
Butternut Ridge	480 70	500	6,360 12	34 20	266	4,912 14	104 75	22 66	....	2 22	278 35	31 43	42 18
Campbellton	8,618 81	6,935	104,329 93	586 59	2,065	29,687 68	4,013 83	298 05	....	19 64	c3,111 00	38 00	....
Campo Bello	571 65	320	8,442 47	37 50	54	854 68	30 50	13 34	....	8 79	272 00	....	31 00
Canterbury Sta.	741 94	836	10,177 49	57 63	191	2,720 40	108 22	35 35	12 88	0 82	359 00	44 66	44 00
Cape Bald	221 40	807	14,872 21	70 78	171	1,797 02	223 42	33 99	....	2 16	103 00	10 00	13 00
Caraquet	1,177 20	1,476	20,890 02	109 14	919	16,588 77	743 90	68 23	1 88	3 33	544 00	84 00	50 00

a Central Blissville	197 50	16	430 44	1 85	....	....	30 25	0 64	....	0 42	96 00	....	6 00
Centreville	870 74	943	23,399 25	101 51	340	6,126 01	563 42	41 12	5 38	13 37	428 00	44 00	50 00
Chatham	8,095 09	4,743	62,928 83	369 39	2,154	36,448 34	3,664 87	211 26	26 47	36 52	*e*2,756 00	356 00	....
Chipman	1,291 59	1,353	22,492 66	126 18	396	7,090 50	801 05	58 08	1 82	7 05	744 00	58 00	100 00
Clair	243 56	311	9,473 95	43 51	53	1,016 10	72 57	12 97	....	3 44	131 00	....	13 00
Clifton	112 94	169	3,735 88	16 17	107	1,854 08	94 48	7 83	....	1 27	79 00	30 00	6 00
Cocagne	238 31	459	6,446 08	34 72	178	3,265 89	153 08	20 08	....	2 19	106 00	12 00	13 00
b Cody's	305 80	144	1,938 98	10 84	33	480 39	70 80	6 09	....	1 61	124 00	155 00	13 00
Coldstream	521 42	67	1,997 01	8 47	32	484 02	88 76	3 00	....	3 74	191 00	25 00	19 00
Collina	141 02	302	4,909 43	22 87	28	878 07	89 40	12 36	....	0 30	93 00	....	6 00
Cross Creek	375 08	342	7,384 25	45 00	66	1,756 96	114 19	14 34	....	2 03	265 00	26 00	31 00
Dalhousie	3,322 48	2,214	28,155 42	157 86	587	9,288 35	1,013 41	94 43	27 41	6 59	*e*1,037 00	10 00	....
Debec	503 94	355	8,665 87	37 99	132	1,892 82	58 80	15 52	....	3 06	265 00	40 00	31 00
Doaktown	950 59	429	14,364 40	58 46	111	2,233 38	444 84	18 27	....	10 55	*d*560 00	....	50 00
Dorchester	2,139 05	1,506	18,110 17	103 17	883	16,065 08	939 35	69 07	2 57	7 68	888 00	20 00	125 00
Douglastown	365 38	574	5,002 70	33 17	85	1,101 76	100 49	23 81	....	2 07	190 50	....	19 00
East Florenceville	1,514 93	1,064	15,452 95	82 21	318	7,729 84	950 05	45 74	3 96	6 01	547 00	3 00	50 00
Edmundston	2,370 72	2,661	43,733 32	242 71	677	12,652 67	1,098 74	113 21	....	5 22	966 00	20 00	125 00
Eel River Crossing	275 18	706	11,310 17	57 71	93	1,782 58	97 10	29 17	....	1 25	125 00	30 00	13 00
Elgin	596 32	872	17,739 95	82 66	298	6,067 69	232 69	37 86	4 50	8 44	294 00	42 00	31 00
Elm Tree	285 46	691	9,960 41	51 61	113	2,007 72	503 67	28 58	....	1 63	145 00	8 00	13 00
Fairville	1,782 48	757	6,719 45	46 09	310	4,999 51	188 15	33 38	62	0 42	787 00	....	100 00
Florenceville	555 99	287	3,665 21	20 73	164	2,389 84	216 67	13 12	....	5 45	264 00	38 00	31 00
Fredericton	21,072 00	3,994	61,284 56	395 30	7,213	126,097 28	16,303 33	....	....	....	*c*	....	....
Fredericton Jct	497 36	267	4,023 62	22 05	86	1,383 49	65 75	11 54	....	3 93	262 00	....	31 00
Gagetown	598 95	1,128	13,951 50	76 10	306	5,966 83	216 75	48 18	7 90	3 81	292 00	28 00	31 00
Gibson	727 81	547	7,286 68	39 51	157	1,829 93	270 20	23 45	....	2 71	371 00	....	44 00
Glassville	494 07	476	11,844 84	53 06	93	1,645 81	183 07	19 97	....	6 87	306 00	100 00	38 00
Grand Anse	396 24	360	6,578 12	31 97	331	5,459 10	313 69	17 71	....	3 56	217 50	20 00	25 00
Grand Falls	2,821 42	3,641	60,111 57	368 27	378	7,319 66	467 29	149 42	11 41	7 51	1,195 00	98 00	175 00
Grand Harbour	385 67	355	7,090 75	33 36	51	581 17	39 38	14 71	....	1 14	227 00	14 00	19 00
Great Shemogue	132 52	320	5,427 11	25 81	135	1,730 21	162 70	14 15	....	1 29	77 00	....	6 00
Hampstead	144 63	299	6,874 88	30 01	72	1,152 27	53 99	12 68	....	63	78 00	3 00	6 00
Hampton	664 94	931	11,171 69	62 85	414	4,978 45	218 35	41 38	3 78	96	332 00	12 00	38 00
Harcourt	822 09	1,529	25,303 83	124 58	346	6,075 77	457 18	64 62	28	4 07	500 00	30 00	50 00
Hartland	1,883 05	1,711	26,742 27	139 16	628	11.991 32	1,591 68	74 72	24 61	8 64	787 00	44 00	100 00
Harvey	147 59	327	4,619 29	25 28	111	1,658 69	63 60	14 19	....	1 75	100 00	....	9 50
Harvey Sta.	464 10	350	7,725 05	36 26	265	4,865 46	131 52	16 65	....	4 25	211 00	70 00	25 00
Hawkshaw	128 65	399	13,130 97	52 70	56	1,700 92	76 62	16 52	....	2 56	74 00	....	6 00
Hillsborough	1.367 34	1,326	16,200 67	92 13	541	9,218 85	748 00	58 45	16 62	3 93	610 00	34 00	75 00
Hopewell Cape	507 54	460	7,389 20	38 59	268	3,569 33	280 34	21 08	....	6 00	289 00	....	31 00
Hopewell Hill	255 20	475	4,733 69	29 10	86	1,828 73	55 62	19 86	....	2 30	140 00	10 00	13 00
Hoyt Station	222 54	193	2,339 62	14 01	89	579 73	89 51	8 61	....	2 63	99 00	16 00	6 00
Inkerman	139 28	421	6.369 66	31 12	28	524 79	37 50	17 12	....	....	89 00	10 00	6 00
Jacksonville	331 29	283	4,252 36	22 10	38	556 01	72 74	11 70	....	1 97	155 00	....	19 00
Jacquet River	980 52	458	7,635 65	41 01	138	2,362 84	100 15	19 70	....	5 50	439 00	40 00	50 00
Jemseg	152 17	239	2,721 72	15 81	52	1,112 63	62 28	10 08	....	41	81 00	....	6 00
Kilburn	420 70	77	2,343 46	10 16	50	1,076 74	190 95	3 58	....	3 46	220 00	36 00	25 00

a Accounting from Feb. 1, 1911. *b* Accounting from July 1, 1910. *c* Salary, etc. entered in Auditor General's report. *d* Including $7.00 arrears night duty. *e* Including commission on Box Rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation &c., in New Brunswick—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Kingsclear	103 67	169	3,925 28	17 83	35	267 70	25 05	7 11	....	1 98	50 00	5 75	....
Kingston, Kings	158 09	192	3,679 88	18 12	72	1,288 61	46 95	8 40	26	1 66	98 50	3 00	9 50
Kouchibouguac	281 32	210	4,573 09	19 56	57	1,220 52	59 79	8 97	....	97	137 00	18 00	13 00
Lake Baker	132 26	335	9,998 83	55 66	5	72 02	26 40	13 45	....	1 28	139 00	....	13 00
Lameque	308 75	507	6,809 10	36 63	45	409 94	24 65	20 73	....	5 67	94 00	46 00	9 50
Lepreaux	182 36	219	3,216 28	17 30	42	649 57	4 06	9 18	....	65	106 00	56 00	13 00
Loggieville	1,092 40	932	13,072 86	68 63	160	2,943 14	522 49	38 88	....	4 12	494 00	....	50 00
Lords Cove	233 63	972	15,440 42	77 11	52	514 87	37 09	39 40	....	1 89	116 00	....	13 00
McAdam Jct	1.420 77	1,530	18,989 03	107 70	1,332	3,356 56	187 61	74 52	51 71	1 22	647 00	18 00	75 00
Marysville	1,416 65	712	7,070 60	44 54	254	2,988 26	317 91	31 02	....	1 07	[c]681 00	....	....
Maugerville	138 72	144	2,343 88	12 09	46	794 42	48 60	6 22	....	2 06	63 00	11 66	6 00
Meductic	172 54	275	3.659 60	20 29	88	991 06	111 22	11 88	....	2 32	100 00	....	6 00
Memramcook	405 04	794	12,110 10	62 01	456	6,897 22	319 71	36 32	....	1 24	256 00	34 00	25 00
Middle Sackville	884 31	232	3,740 83	19 62	91	990 05	271 39	10 19	....	8 10	448 00	....	50 00
Millerton	816 86	575	7,536 60	46 53	167	1,763 11	135 81	24 67	....	7 34	365 00	3 00	44 00
Milltown	1,168 46	1,093	11,590 94	71 50	387	6,171 85	169 32	47 59	18 09	2 51	566 00	....	75 00
Millville	529 78	787	12,129 99	63 49	95	1,903 47	162 65	32 43	....	2 36	251 00	94 00	31 00
Minto	338 83	274	8,401 13	36 73	37	1,367 86	128 90	11 33	....	6 26	204 00	55 00	25 00
Moncton	28,519 44	5,544	82,550 10	536 09	11,021	164,327 68	13,434 58	80 97	24 38	9 69	6,161 91	57 48	....
Mount Carmel	124 83	373	8,339 89	37 48	66	1,006 63	32 80	15 58	....	1 47	62 00	8 00	6 00
Narrows	182 00	475	9,376 17	42 77	133	2,634 94	158 45	20 33	....	1 22	93 00	10 00	6 00
[a] Nashwaaksis	350 63	9	282 67	1 17	1	21 00	1 00	0 37	....	0 50	142 00	....	13 00
Neguac	132 79	122	5,441 63	20 16	17	218 66	48 75	5 05	....	2 98	65 00	3 00	6 00
Newcastle	5,684 67	3,881	38,348 72	253 64	1,572	32,874 76	4,612 82	170 96	1 20	5 28	[c]1,954 00	330 00	....
Newcastle Creek	93 82	37	1,166 90	4 90	9	172 52	4 98	0 87	....	1 70	47 00	....	....
New Mills	286 47	231	3,459 32	17 81	53	741 15	167 10	9 77	....	2 19	136 00	26 00	13 00
North Head	812 23	778	11,227 31	59 37	235	4,742 34	107 40	33 47	0 83	6 28	448 00	140 00	50 00
Norton	952 25	530	8,299 96	43 51	371	7,564 66	509 28	24 91	....	3 47	444 00	820 00	50 00
Oak Point	141 22	133	2.710 85	12 70	98	1,004 33	260 16	6 30	3 85	2 61	74 00	....	6 00
Oromocto	579 68	456	7,416 19	38 91	237	4,529 37	224 50	20 61	....	2 38	301 00	72 00	31 00
Ossekeag	1,206 01	806	8,614 63	51 34	301	4,879 36	354 97	35 25	....	2 55	535 00	239 67	50 00
Penobsquis	440 17	514	8.503 29	42 34	228	7.656 84	74 83	22 84	....	2 13	233 00	16 00	25 00
Perth	2,151 92	867	18,602 34	96 51	376	5,700 29	793 46	38 44	....	17 78	775 00	192 00	100 00

Petitcodiac	1,470 65	1,027	14,861 14	77 57	655	10,779 39	771 58	47 63	3 41	8 26	603 00	284 00	75 00
Petit Rocher	242 24	364	3,883 59	22 48	141	2,159 34	219 09	16 00	....	1 66	141 50	....	16 00
Pierston	22 31	39	325 74	2 19	1	20 00	3 00	1 57	....	0 43	35 00	....	....
Plaster Rock	1,217 53	1,287	27,077 23	175 30	122	2,084 48	262 15	52 70	16 97	6 83	739 00	75 00	100 00
Pointe de Bute	271 31	355	7,286 58	35 06	90	1,331 02	100 35	15 10	....	3 82	132 00	....	13 00
Port Elgin	1,365 85	1,223	16,944 43	92 94	646	11,034 39	983 01	55 38	....	9 41	595 00	48 00	75 00
Red Bank	375 47	348	6,645 11	31 71	29	332 47	28 50	14 21	....	2 57	153 00	24 00	19 00
Renous Bridge	254 72	188	5,996 82	25 13	103	1,209 74	89 25	8 55	....	4 41	133 00	12 00	13 00
Rexton	1,913 79	1,088	21,542 95	100 57	898	19,311 69	1,406 70	52 50	14 04	5 51	931 00	96 00	125 00
Richibucto	1,472 24	1,700	22,839 91	121 43	657	7,512 57	1,056 83	74 57	0 43	6 87	e683 00	145 00	....
Richmond Corner	79 69	89	1,848 03	8 28	22	175 90	35 00	3 78	....	1 57	43 00	8 00	....
bRiley Brook	146 98	168	2,523 20	13 90	8	145 45	8 00	6 80	....	2 42	72 00	....	6 00
Riverbank	104 73	274	2,464 29	17 04	8	181 48	28 03	11 04	....	0 53	53 00	....	6 00
River Charlo	278 73	167	2,843 85	14 91	30	482 54	58 43	6 98	....	3 20	119 00	....	13 00
River de Chute	117 97	69	1,619 07	7 21	15	184 95	49 75	2 95	....	3 44	52 50	3 00	3 00
River Louison	215 73	180	3,184 75	17 41	30	396 89	42 41	7 50	....	4 31	111 00	12 00	13 00
Riverside	600 80	339	4,107 35	23 67	121	2,356 13	254 33	14 80	....	3 43	327 00	....	38 00
Rockland	59 16	53	1,184 83	5 39	32	414 31	50 40	2 41	....	1 18	35 00	....	....
Rogersville	749 15	2,102	36,311 47	179 55	514	8,128 38	363 56	89 22	....	4 74	412 00	22 00	44 00
Rothesay	1,024 96	806	8,315 11	53 86	202	3,635 54	215 88	34 26	2 77	2 28	509 50	70 00	50 00
St. Andrews	3,140 53	2,649	32,740 29	210 64	875	12,200 05	845 19	114 71	53 94	8 66	1,107 00	24 00	150 00
St. Anne de Madawaska	154 88	179	3,962 15	18 41	6	77 84	56 40	7 22	....	3 52	80 00	....	6 00
St. Anthony	422 18	415	10,061 39	43 19	101	1,834 44	147 60	17 61	....	0 49	162 00	10 00	19 00
St. Bazil	317 66	808	11,616 32	61 36	65	873 48	107 90	32 97	....	2 11	190 00	....	19 00
St. Charles	69 42	164	3,893 50	17 22	75	1,303 06	22 98	7 31	....	1 98	37 00	....	....
St. George	1,839 07	1,993	22,206 33	130 98	601	9,770 06	422 26	85 73	4 37	6 16	799 00	55 00	100 00
St. John	*119,607 43	....	....	....	....	....	....	....	....	....	....	....	....
*(Divided as follows:—													
Head Offices	99,206 11	11,010	154,304 66	993 42	45,878	760,559 84	63,922 97	....	....	c 746 71	d	....	....
f Sub. Office No. 1	1,307 00	409	3,700 10	21 12	15	118 74	8 35	16 51	....	0 78	100 00	....	....
f Sub. Office No. 2	2,880 00	362	3,228 06	20 95	1	8 00	106 05	14 49	....	3 56	100 00	....	....
Haymarket Square	1,514 00	1,112	10,037 49	66 32	36	502 04	66 13	41 84	....	2 28	100 00	....	....
Indiantown	1,526 81	1,409	23,043 09	112 89	139	2,535 52	493 72	57 75	7 66	0 35	440 00	....	80 00
St. John's Exhibition	110 00	....	....	....	....	....	....	....	....	....	....	....	....
St. John North	3,575 00	907	9,567 19	58 56	75	915 47	395 13	37 03	1 41	2 02	150 00	....	....
Marsh Bridge	324 85	....	....	....	....	....	....	....	....	....	77 00	....	6 00
St. John West	3,139 63	15 48	17,877 96	118 84	631	10,662 60	599 76	68 23	1 10	5 03	200 00	....	....
Millidgeville	137 00	....	....	....	....	....	....	....	....	....	78 00	....	6 00
Union Street	5,881 00	2,302	20,049 35	140 33	8	81 69	....	92 16	....	1 42	200 00	....	....
Sand Point Road	6 00	....	....	....	....	....	....	....	....	....	35 00	....	....
St. Joseph, Westmornland	667 71	547	6,105 90	34 72	481	10,665 30	426 26	26 72	....	1 69	368 00	12 00	44 00
St. Leonard Station	697 19	546	13,134 81	70 84	115	1,885 50	130 40	22 99	....	3 24	347 00	4 00	41 00
St. Louis dé Kent	307 78	981	18,745 05	87 32	194	2,964 37	315 47	41 18	....	2 00	182 00	26 00	19 00
St. Martin's	1,696 90	595	13,176 49	59 19	362	4,610 83	264 56	27 42	4 47	7 80	717 00	25 00	160 00
St. Mary's Ferry	1,339 27	573	7,740 89	42 64	262	3,007 56	465 32	25 51	....	3 41	511 00	....	50 00
St. Paul's	184 19	440	6,187 29	32 09	190	3,189 70	151 00	19 50	....	0 77	83 00	....	6 00
St. Stephen	10,711 30	3,556	35,952 93	230 08	2,829	47,693 79	3,481 38	170 53	181 59	3 29	e3,540 81	526 00	....

a Accounting from February 1, 1911. b Non accounting from 30-11-10. c Including commission on box rents. d Salary etc., entered in Auditor's General Report. e Commission to non-accounting offices, etc. f Accounting from June 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Brunswick—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Sackville	7,357 25	2,314	28,395 53	167 87	2,804	45,182 50	3,365 69	120 60	12 66	16 75	2,218 00	475 00	350 00
Salisbury	809 49	1,457	22,190 11	114 30	295	3,911 49	305 98	61 23	9 65	2 65	470 00	50 00	50 00
Scotch Town	61 89	214	4,223 12	20 00	37	1,234 83	65 00	8 93	...	1 30	37 00	...	...
Shediac	2,728 64	2,434	40,820 07	206 42	1,602	21,342 36	1,672 36	113 38	3 15	12 41	1,046 00	390 00	150 00
Sheffield	108 34	358	6,557 70	31 81	110	2,676 16	61 70	15 42	...	0 53	59 00	...	6 00
Shippigan	417 32	833	15,369 92	74 01	125	1,897 97	110 82	34 57	...	1 54	243 00	92 00	25 00
South Nelson	1,036 08	528	9,688 17	46 32	60	903 47	120 90	21 72	...	0 12	483 00	6 00	50 00
Springfield	263 57	259	6,907 09	28 48	167	3,735 38	96 30	12 03	...	0 28	103 00	15 00	13 00
Stanley	965 95	992	19,903 49	100 86	307	4,011 20	517 83	42 75	0 89	15 25	534 50	34 00	50 00
Surrey	445 70	100	954 68	6 31	17	269 07	154 61	4 17	...	2 40	164 00	...	19 00
Sussex	6,751 60	3,768	42,297 35	247 16	2,311	34,924 78	3,248 82	173 83	21 48	6 91	a2,167 00	144 00	...
Tabucintac	274 62	188	4,357 10	19 82	50	625 43	49 13	8 02	...	4 36	141 00	3 00	13 00
Taymouth	310 23	286	3,938 25	21 17	34	315 03	101 22	11 78	...	3 29	150 00	...	13 00
Temperance Vale	177 19	38	1,702 97	6 27	15	189 02	16 95	1 67	...	1 34	79 00	24 00	6 00
Tracadie	620 20	1,083	18,608 59	92 11	416	8,960 25	410 94	47 78	3 07	2 83	358 00	40 00	38 00
Tracey Station	310 60	283	4,519 75	23 47	41	489 03	33 67	11 73	...	3 20	126 00	8 00	13 00
Upham	199 31	121	3,195 10	13 49	29	615 91	92 83	5 13	...	1 25	131 00	2 30	13 00
Upper Gagetown	247 84	351	5,518 09	28 18	93	2,607 47	72 18	14 97	...	1 02	118 00	...	13 00
Upper Pockmouche	239 74	269	3,491 39	18 61	55	722 85	87 70	11 31	...	0 49	120 00	8 00	13 00
Upper Woodstock	163 99	230	2,624 53	15 13	52	1,082 79	40 45	9 72	...	1 09	97 50	8 00	9 50
Verret	58 49	118	2,749 54	13 83	1	75 00	4 95	4 73	...	0 38	68 00	...	6 00
Welsford	445 36	55	1.272 22	6 35	108	2,457 38	131 66	3 28	...	2 71	229 00	42 00	25 00
Westfield	231 68	149	1,597 60	9 80	76	1,714 98	47 78	6 72	...	0 70	116 00	198 00	13 00
Woodstock	9,199 92	2,589	40,592 87	217 70	3,079	48,737 77	5,864 77	134 35	183 79	24 74	a 3,091 50	380 00	...
Young's Cove Road	216 33	101	2,291 41	9 73	52	1,471 35	139 69	4 56	...	0 81	115 00	108 00	9 50
Non-accounting Post Offices	67,956 38	...	...	...	...	...	...	...	...	...	53,337 37	1,303 74	1,409 26
	394,847 31	...	...	...	...	...	...	...	...	...	...	...	...

Less—Value of postage stamps affixed to postal notes................	370 50	....	....	....	....	....	....	... .	....	....	....	....	....
Totals........	394,476 81	1,549 18	2,330,666 93	12,861 60	1,143 03	1,879,730 85	164,490 18	5,962 73	879 31	1,449 81	127,061 44	10,086 69	6,758 44

a Including commission on box rents.

APPENDIX C.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1910.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alberton	1,628 42	1,367	19,546 36	102 49	643	11,703 33	572 63	61 11	85	6 78	789 00	32 00	100 00
Bedeque	331 47	322	5,309 43	25 14	80	1,324 69	221 82	13 68	....	99	186 00	8 00	19 00
Belfast	254 62	284	5,965 29	27 24	105	2,161 99	122 66	12 41	....	2 68	134 00	15 00	13 00
Breadalbane	461 15	514	10,814 08	49 17	219	5,476 93	142 69	22 75	76	2 41	230 00	170 00	25 00
Bridgetown	189 97	460	6,875 59	36 15	217	3,285 79	181 97	20 57	....	84	97 00	6 00	6 00
Cape Traverse	380 91	84	1,752 57	7 82	53	589 04	84 12	3 89	....	2 04	250 00	48 00	19 00
Cardigan Bridge	542 91	462	7,367 39	38 75	400	6,934 86	247 50	22 48	1 58	4 05	290 00	138 00	31 00
Charlottetown	25,910 28	7,206	100,349 15	561 75	9,978	162,331 86	17,445 38	....	....	*a*212 00	*b*	....	....
Coleman	384 54	395	4,698 78	27 27	162	3,521 13	108 78	17 42	....	1 45	245 00	64 00	19 00
Freetown	238 06	161	3,743 04	16 08	55	1,039 52	68 80	6 99	....	2 13	115 00	8 00	13 00
Georgetown	879 55	1,109	16,786 77	87 90	605	10,846 49	531 59	50 41	6 73	5 37	523 00	30 00	....
Head of St. Peter's Bay	596 39	905	11,439 49	63 66	184	4,226 09	264 69	38 04	....	3 85	304 00	16 00	38 00
Hunter's River	346 11	439	10,995 89	49 97	140	2,773 28	105 70	18 96	....	3 80	168 00	180 00	19 00
Kensington	1,126 93	773	11,944 49	60 38	387	5,942 70	537 67	34 79	2 60	3 74	524 00	174 00	50 00
Lot 56	127 39	216	4,127 68	20 69	56	999 66	11 62	9 20	....	4 19	76 00	12 00	6 00
Montague	1,942 68	947	12,568 57	69 30	1,111	23,061 93	1,375 88	48 99	7 11	9 05	*c*861 00	168 00	....
Morell Station	400 42	616	7,314 94	42 00	209	3,465 28	104 53	26 73	....	3 08	192 00	22 00	19 00
Mount Stewart	548 28	714	8,764 17	49 64	254	4,713 73	217 95	31 10	....	2 24	293 00	18 00	31 00
Murray Harbour	418 71	903	14,544 67	75 87	205	3,554 58	252 22	38 17	....	4 18	207 00	12 00	25 00
Murray Harbour North	96 61	96	1,501 56	7 52	30	782 95	12 00	4 14	....	1 73	51 00	....	6 00
Murray River	390 25	629	8,640 95	47 07	212	3,961 04	190 08	27 28	....	2 48	202 00	3 00	19 00
New Glascow	137 73	296	4,009 60	21 29	105	1,382 74	83 78	12 89	....	1 41	79 00	....	6 00
O'Leary Station	857 14	153	4,811 76	19 66	310	6,735 69	293 51	9 22	....	8 73	442 00	34 00	50 00
Peake Station	410 18	149	2,592 76	12 98	91	1,672 24	21 50	6 87	....	1 04	176 00	18 00	19 00
Souris East	2,153 69	1,437	18,660 73	103 62	1,519	27,983 79	863 33	72 67	2 06	8 21	*a*944 50	145 00	....
Stanley Bridge	293 50	411	6,401 88	32 64	93	1,670 72	129 82	17 37	97	1 73	163 00	....	13 00
Summerside	8,992 55	1,642	19,915 26	113 23	3,376	55,647 28	5,043 29	99 44	19 33	13 62	*a*2,536 50	200 00	....

Tignish	1,009 49	1,395	18,037 86	99 85	668	9,243 81	514 88	62 48	1 73	3 47	579 00	20 00	50 00
Tryon	246 50	218	4,637 98	21 36	112	1,712 53	83 83	9 84	....	2 33	164 00	....	13 00
Tyne Valley	398 71	283	5,871 39	27 21	97	2,599 00	184 91	12 29	....	1 43	206 00	....	19 00
Vernon River Bridge	216 12	258	4,903 97	24 03	89	1,320 84	190 03	11 21	....	2 71	109 00	....	13 00
Victoria	262 88	261	5,436 47	25 19	163	3,456 07	108 50	12 07	7 36	3 28	147 00	....	13 00
Wellington Station	289 14	269	4,758 93	23 50	196	3,269 28	140 60	12 72	....	1 94	149 00	48 00	13 00
Non accounting Post Offices	21,961 35	....	....	....	....	....	....	....	....	....			
	74,427 63	....	....	....	....	....	....	....	....	....	....	....	....
Less—Value of postage stamps affixed to postal notes	66 50	....	....	....	....	....	....	....	....	....	18,544 04	509 75	508 00 ....
Totals	74,361 13	25,374	375,092 45	1,990 42	22,124	379,393 86	30,458 26	848 18	51 08	328 98	29.976 04	2,098 75	1,175 00

*a*Commission to non-accounting offices, etc.
*b*Salary, etc. entered in Auditor Generals Report.
*c*Including commission on box rents.
*d*Including commission on box rents.

APPENDIX C—*Continued.*

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1910.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alexander	1,224 40	2 166	22,924 60	147 75	280	4,788 68	377 92	89 44	....	5 09	535 00	....	94 00
Altamont	349 64	1,002	13,960 46	77 21	88	1,499 64	113 55	40 96	....	3 32	182 00	....	19 00
Altona	1,223 70	2,425	32,917 14	179 15	415	9,692 66	429 36	101 15	....	14 21	578 00	....	125 00
Arden	1,204 41	2,122	33,598 27	187 15	458	7,544 21	439 38	89 46	1 92	11 39	560 00	....	94 00
Arnaud	298 32	688	12,442 56	61 83	66	2,113 80	118 45	28 18	....	....	187 00	3 00	13 00
Arrow River	269 03	402	7,797 15	39 35	32	377 33	38 29	16 40	....	3 14	212 00	22 00	19 00
Ashville	182 19	334	7,728 69	35 80	47	768 91	78 13	13 83	....	3 53	104 00	....	6 00
Austin	1,020 65	2,845	44,322 66	236 41	390	5,685 43	384 13	117 70	....	5 07	560 00	....	94 00
Bagot	315 88	473	6,925 42	43 63	94	1,167 49	108 00	19 86	....	2 52	145 00	....	13 00
Baldur	1,276 46	784	15,663 10	85 43	334	7,098 20	642 60	26 70	....	24 11	625 00	6 00	125 00
Balmoral	679 14	795	11,603 77	71 54	207	2,461 13	204 15	33 87	....	1 81	322 00	3 00	38 00
Basswood	536 01	1,183	15,857 75	88 60	104	1,767 64	218 82	48 36	....	1 20	267 00	3 00	31 00
Beausejour	1,835 25	963	27,430 01	152 01	462	14,228 91	610 45	43 14	....	23 39	698 00	30 00	156 00
Beaver	251 64	501	4,889 65	31 75	82	1,043 36	111 05	86	....	1 31	197 00	....	13 00
Belmont	1,306 40	1,581	18,690 31	113 25	443	6,284 75	563 44	67 67	....	12 63	653 00	24 00	125 00
Benito	795 87	931	15,158 68	82 44	163	3,839 17	294 15	38 87	....	8 81	330 00	10 00	38 00
Beresford	344 49	308	5,609 32	30 86	49	883 60	93 64	12 81	....	5 68	189 00	....	19 00
Beulah	526 84	480	7,933 82	42 21	1,623	11,784 94	1,407 04	35 43	....	2 34	237 00	....	25 00
Binscarth	1,499 40	1,209	17,575 82	109 82	231	4,590 50	372 32	50 67	....	12 66	657 00	6 00	125 00
Bird's Hill	478 55	64	1,206 22	9 87	19	610 21	45 00	2 75	....	1 31	243 00	....	25 00
Birnie	383 29	416	5,887 13	30 97	31	649 73	212 95	16 95	....	1 99	189 00	....	19 00
Birtle	1,972 66	2,928	31,083 26	208 77	633	9,924 16	740 14	123 45	1 63	6 48	825 00	16 00	188 00
Boissevain	3,903 14	3,514	40,889 40	260 14	847	11,737 02	1,007 41	149 03	7 78	15 11	1,332 00	32 00	281 00
Bowsman River	545 54	518	5'254 14	34 82	134	2,788 59	210 44	22 06	....	4 46	285 00	....	25 00
Bradwardine	518 28	921	15,193 79	84 27	218	5,300 81	265 33	39 02	0 37	8 27	334 82	....	38 00
Brandon[b]	54,571 29	11,721	183,046 57	1,375 01	17,175	289,298 42	25,714 17	....	....	....	*b*	....	....
Brookdale	588 70	264	5,613 68	33 98	71	1,711 32	93 45	11 27	....	8 69	272 00	....	31 00
Cameron	88 83	320	5,406 24	26 67	12	116 50	26 68	12 92	....	0 39	68 00	....	....

Carberry	3,509 56	2,724	32,530 84	217 67	781	15,695 35	1,356 79	116 77	11 84	13 36	1,345 00	32 00	281 00
Carman	3,860 47	4,061	50,505 43	299 33	1,145	18,629 03	1,980 65	173 89	2 15	15 97	1,450 00	10 00	313 00
Carnegie	198 77	228	4,824 90	29 24	24	484 71	47 90	9 36	....	4 59	101 50	....	9 50
Carroll	480 48	655	8,518 36	52 59	86	1,603 81	134 33	27 06	....	4 36	248 00	....	28 00
Cartwright	1,254 24	1,591	17,108 91	108 20	323	6,100 65	401 95	66 87	0 24	7 96	620 00	....	125 00
Clan William	487 34	1,251	15,070 42	86 82	175	2,938 14	232 20	51 79	....	0 70	252 00	18 00	31 00
Clearwater	551 96	697	8,456 99	51 78	89	1,072 22	148 70	28 77	....	5 38	292 00	....	31 00
Crandell	848 02	1,297	21,098 68	122 32	101	1,395 77	250 08	52 89	....	10 58	415 50	3 00	94 00
Crystal City	1,619 95	1,616	16,088 23	111 50	360	6,319 20	710 51	68 24	0 52	9 83	751 00	....	156 00
Cypress River	1,069 69	2,372	22,869 25	156 11	210	2,678 64	276 80	96 98	1 30	0 14	541 00	42 00	94 00
Darlingford	885 26	578	4,972 50	35 52	234	3,377 62	259 66	25 46	....	4 40	380 00	5 00	44 00
Dauphin	8,697 78	4,356	77,079 74	121 34	2,496	48,716 78	4,593 71	199 20	2 94	71 01	2,424 00	107 00	....
a Deepdale	210 85	171	5,760 84	23 76	3	51 68	66 84	6 87	....	6 47	102 00	....	6 00
Deleau	223 57	756	12,279 81	67 63	84	2,086 53	108 36	31 08	....	2 04	108 00	....	13 00
Deloraine	3,627 49	3,591	43,792 35	293 87	582	10,113 50	793 74	149 46	1 52	11 34	1,308 00	235 00	281 00
Dominion City	905 23	1,711	25,040 35	133 01	235	3,966 02	393 55	70 79	2 77	2 98	550 00	20 00	94 00
Douglas Station	474 70	874	16,305 27	86 84	104	1,644 06	132 01	36 00	....	8 48	272 00	96 00	31 00
Dunrea	699 07	937	15,742 10	83 33	129	2,938 81	84 59	38 77	....	5 61	363 00	6 00	44 00
Durban	583 86	709	9,655 49	53 66	82	1,815 15	183 29	29 18	....	5 05	300 00	10 50	31 00
East Selkirk	232 17	107	1,827 69	10 22	48	1,392 15	59 55	4 76	....	1 03	120 00	15 00	13 00
Ebor	249 57	1,033	25,149 19	115 15	48	1,125 47	149 34	41 80	....	4 41	134 00	8 00	13 00
Eden	378 95	484	6,504 79	36 48	76	2,030 91	113 35	20 12	....	2 76	192 00	....	19 00
Edrans	374 90	342	6,808 73	37 30	61	932 08	132 80	14 29	1 83	8 43	182 00	3 00	19 00
Elgin	1,576 47	3,041	35,843 24	220 81	390	4,708 18	435 89	124 64	....	1 84	749 00	....	156 00
Elie	492 02	277	5,010 56	25 16	12	969 32	67 70	11 50	....	4 37	251 42	22 00	25 00
Elkhorn	2,201 30	4,439	59,040 99	351 20	410	7,787 46	611 72	181 66	4 95	7 54	938 00	69 00	188 00
Elm Creek	1,253 89	1,290	18,066 29	109 83	385	8,188 26	409 05	55 45	....	8 22	562 00	3 00	125 00
Elphinstone	377 63	878	12,975 19	78 04	136	3,973 86	189 18	36 48	....	3 16	196 00	....	19 00
Elva	443 00	353	6,502 38	38 63	74	912 48	161 45	14 86	....	4 59	244 00	....	25 00
Emerson	2,404 53	2,548	26,084 85	176 30	700	11,777 48	1,111 16	108 92	0 76	6 19	870 00	125 00	31 32
Ethelbert	525 97	798	19,894 47	96 25	234	7,155 67	313 69	34 26	....	5 44	254 00	....	31 00
Fairfax	283 67	589	7,603 75	43 48	47	567 69	51 85	24 03	....	1 78	196 00	....	19 00
Fannystelle	426 07	1,028	21,649 05	98 93	58	1,681 00	58 23	11 70	....	1 60	191 00	....	19 00
Fork River	327 58	280	8,875 55	34 78	37	678 61	102 02	11 57	....	4 08	196 03	5 00	19 00
Forrest Station	235 41	211	3,575 34	21 30	26	323 66	67 80	8 70	....	2 17	146 50	....	16 00
Fox Warren	1,254 00	2,700	32,571 58	192 56	154	2,243 72	178 45	109 54	....	1 59	565 00	26 00	125 00
Franklin	831 05	1,388	15,527 87	98 74	242	3,591 65	291 90	57 94	....	1 60	412 00	22 00	94 00
a Gardenton	271 36	112	2,294 94	13 64	3	14 50	161 00	4 51	....	1 59	116 50	....	13 00
Garson Quarry	494 29	719	19,965 57	103 27	50	404 50	91 90	29 26	3 09	10 74	209 00	....	25 00
Gilbert Plains	2,172 41	4,988	67,667 82	375 38	518	8,442 71	805 69	204 70	....	10 05	914 00	24 00	188 00
Gimli	840 45	1,784	26,807 74	148 91	335	6,523 25	122 61	74 71	....	2 67	525 00	158 00	94 00
Gladstone	3,022 07	3,765	36,741 72	251 71	750	14,905 13	1,539 78	158 10	0 88	4 23	1,140 00	....	219 00
Glenboro	1,499 78	2,367	23,201 32	154 35	510	6,131 51	591 15	99 78	....	5 59	695 00	4 00	156 00
Glenella	600 50	1,216	32,972 53	143 03	179	4,807 50	314 03	50 43	....	8 42	274 00	12 00	31 00
Glenora	160 39	162	3,243 97	15 99	14	215 22	132 41	6 61	....	5 91	89 00	6 00	6 00
Goodlands	576 02	778	13,199 65	78 56	80	1,336 63	158 15	31 92	....	7 17	300 00	2 50	31 00
Grand View	2,469 61	4,324	51,232 77	305 44	462	8,885 60	512 85	177 58	3 32	3 65	1,020 00	5 00	188 00
Graysville	337 85	423	5,947 93	33 24	64	1,162 17	46 30	17 56	....	2 10	167 00	8 00	19 00
Gretna	1,448 40	1,318	16,246 70	96 19	547	12,343 71	935 32	58 19	....	11 09	643 00	10 00	125 00

a Accounting from July 1, 1910. *b* Salary, etc., entered in Auditor General's Report.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gros Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance toward Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Griswold	1,044 79	761	11,055 04	72 47	143	2,366 37	322 10	31 87	1 21	11 14	555 50	24 00	109 50
Hamiota	2,476 94	1,695	20,405 39	127 64	373	7,729 75	1,048 20	71 53	....	9 85	968 50	5 00	203 50
Harding	309 65	471	7,532 05	42 06	87	1,982 08	70 72	19 71	....	2 43	234 32	....	22 00
Hargrave	318 50	618	7,374 26	47 82	46	747 14	104 70	25 18	....	1 05	166 00	....	19 00
a Harrowby	319 33	81	1,713 61	8 33	2	30 00	41 60	3 26	....	2 56	189 00	....	19 00
Hartney	2,531 51	3,772	42,058 90	265 40	656	10,438 69	698 43	157 44	3 07	7 88	1,023 00	....	219 00
Headingly	441 88	98	2,979 40	18 81	87	1,413 44	159 55	4 79	....	4 05	252 00	....	25 00
High Bluff	448 82	816	11,174 09	69 99	93	1,811 94	141 60	33 57	86	1 41	229 20	9 00	25 00
Hilton	246 25	653	9,393 80	51 37	80	1,066 86	87 09	26 92	....	3 07	139 00	....	13 00
Holland	1,650 82	2,853	32,094 27	208 63	501	7,718 57	432 55	119 13	06	5 30	747 00	12 00	156 00
Holmfield	622 57	1,073	11,170 34	71 51	218	3,806 77	305 49	45 10	5 44	76	373 00	68 00	44 00
Icelandic River	281 34	233	2,748 75	15 77	26	675 86	49 92	9 58	....	1 32	220 00	28 00	25 00
b Ingelow	164 25	198	3,948 30	19 65	8	130 91	5 95	8 00	....	1 20	35 00	....	....
Kawende	716 75	865	9,716 60	61 95	82	1,731 44	343 86	35 42	....	4 56	367 42	....	44 00
Kelloe	411 53	475	8,298 91	46 00	77	1,213 55	42 31	19 77	....	5 71	179 00	....	19 00
Kelwood	570 11	1,017	20,934 49	98 18	128	3,444 81	219 55	41 96	1 32	7 08	253 00	6 00	31 00
Kenton	661 54	805	13,286 08	78 78	111	2,111 66	219 28	33 31	....	9 90	352 30	1 50	38 00
Kenville	321 55	718	12,789 28	64 71	38	705 50	73 05	29 10	....	5 28	133 00	18 00	13 00
Keyes	487 55	580	6,466 66	41 67	69	816 64	99 10	23 89	....	3 30	215 00	13 50	25 00
Killarney	3,036 41	4,402	46,534 09	300 20	873	12,325 61	1,106 23	184 81	10 54	8 74	1,147 00	10 00	250 00
d King Edward	592 66	36	338 56	3 00	2	66 00	10 00	1 46	....	0 21	166 00	....	19 00
Lac du Bonnet	1,106 20	950	20,899 86	183 76	84	1,384 90	135 56	38 84	....	4 21	526 00	15 00	94 00
Larivière	773 43	493	11,382 56	60 66	194	3,504 09	336 10	21 66	....	15 64	437 50	72 00	94 00
c La Salle	395 93	21	389 45	1 98	6	259 14	26 60	0 90	....	1 35	192 00	....	19 00
Lauder	729 82	1,650	26,616 33	139 10	108	1,740 33	158 00	67 08	3 03	1 59	408 00	....	94 00
Laurier	408 69	739	15,253 70	74 99	96	2,316 05	147 62	30 52	....	6 33	245 00	....	25 00
Lavenham	264 14	551	8,546 12	45 55	47	1,063 19	110 20	22 51	....	2 77	146 00	....	13 00
Lenore	628 92	974	13,678 56	78 94	72	1,201 24	179 03	39 68	....	5 28	256 30	....	25 00
Letellier	557 00	362	10,215 94	44 84	140	2,510 02	298 67	15 88	....	17 17	343 00	8 00	38 00
Lowe Farm	387 89	992	18,425 60	86 62	78	2,429 11	117 70	40 46	....	5 19	194 00	....	19 00
Lyletton	1,006 16	1,020	8,130 29	58 18	122	1,773 52	92 66	42 02	....	0 32	451 00	5 00	44 00
McAuley	527 64	750	17,387 28	90 05	122	2,176 61	222 83	31 22	....	4 14	222 00	6 00	25 00
Macdonald	385 98	662	6,343 65	43 82	79	1,410 94	149 60	27 27	....	1 24	222 00	4 00	25 00

MacGregor	1,778 10	3,354	45,220 12	260 32	633	11,573 95	686 25	140 49	0 30	1 71	730 00	106 00	156 00
Mafeking	723 98	251	5,105 14	30 80	63	718 67	68 50	10 79	....	7 66	400 00	6 00	44 00
Makinak	672 67	570	14,429 75	71 58	573	5,459 73	980 15	28 53	....	11 94	315 00	110 00	31 00
Manitou	2,665 51	3,520	37,966 26	250 03	914	14,656 70	1,289 31	149 91	7 84	14 55	1,055 00	18 00	219 00
Mariapolis	470 75	680	22,619 14	99 41	59	2,028 71	132 43	27 79	....	14 48	302 00	24 00	38 00
Mather	675 74	1,163	15,080 51	89 70	115	1,554 00	164 74	47 67	....	4 82	366 00	....	44 00
Medora Station	588 84	722	8,478 56	48 63	76	1,094 08	105 26	29 64	....	0 46	323 00	....	38 00
Melita	3,045 25	2,991	34,614 81	227 88	947	16,371 22	954 97	129 11	1 09	10 72	1,167 00	10 00	250 00
Miami	1,316 91	2,619	34,562 10	199 88	419	5,573 83	570 00	108 95	2 14	7 86	629 00	1 25	125 00
Miniota	1,358 68	1,291	20,648 72	125 66	304	6,033 74	419 80	54 68	....	10 66	707 50	64 00	125 00
Minitonas	745 22	978	19,183 14	95 59	178	4,226 51	312 27	40 90	....	13 94	466 00	4 00	94 00
Minnedosa	4,722 94	5,499	59,746 87	411 82	1,094	19,076 82	1,695 23	230 90	3 96	5 60	1,556 00	....	344 00
Minto	974 84	1,219	21,132 55	116 87	219	3,771 52	292 35	50 95	....	10 53	518 00	14 00	94 00
Moorepark	433 90	276	4,701 89	27 50	37	588 18	49 45	11 41	....	2 11	200 00	8 00	25 00
Morden	3,902 90	3,037	26,845 63	187 84	1,387	22,145 36	2,723 04	135 35	2 55	9 53	1,425 00	48 00	313 00
Morris	1,879 74	1,835	27,142 41	155 79	533	12,873 91	746 33	78 73	0 17	6 57	875 00	242 00	156 00
Mowbray	251 78	188	3,336 14	16 27	46	825 75	48 05	7 98	....	2 14	138 00	3 00	13 00
Myrtle	290 96	270	6,490 06	31 09	53	966 32	90 60	11 33	....	6 81	169 00	....	19 00
Napinka	1,463 96	1,749	23,789 50	147 58	367	6,025 87	483 30	73 63	0 06	14 17	726 00	3 25	156 00
Neepawa	7,441 39	5,162	53,905 73	359 89	1,966	30,416 94	3,069 08	226 14	5 02	7 79	e2,450 00	479 00	....
Nesbitt	540 00	1,060	27,032 47	116 98	115	2,292 17	194 70	43 55	....	4 18	264 00	5 00	31 00
Newdale	1,485 69	3,027	34,054 71	210 93	275	6,627 00	225 97	123 83	....	4 52	633 00	....	125 00
Ninette	876 00	1,529	20,499 35	115 62	161	2,520 83	277 00	62 77	....	2 28	353 00	....	44 00
Ninga	915 36	1,987	20,110 94	127 94	192	3,419 62	256 75	81 40	....	2 63	508 00	5 00	94 00
Norwood Grove	5,926 52	2,357	30,095 87	202 87	469	8,251 32	814 32	98 97	....	2 13	1,574 00	....	344 00
Notre-Dame de Lourdes	380 50	1,298	22.872 09	130 70	108	3,033 86	115 19	53 00	....	0 86	140 00	....	13 00
Oakburn	249 97	244	7,049 13	36 29	39	1,011 54	145 90	10 25	....	7 84	141 00	3 00	13 00
Oak Lake	2,637 78	2,150	29,261 88	184 95	367	7,730 40	745 76	89 67	....	22 81	962 00	....	219 00
Oak Point	620 21	578	10,577 36	61 97	114	3,641 83	322 63	24 26	....	1 95	264 61	174 00	25 00
Oak River	1,094 39	574	11,972 09	65 39	194	4,335 25	243 11	24 90	....	20 20	552 00	4 00	94 00
Oberon	231 22	526	9,092 72	50 76	67	624 57	171 55	21 71	....	3 23	116 00	....	13 00
Ochre River	689 74	591	12,840 83	61 11	261	4,080 59	448 90	26 25	....	9 44	342 06	....	38 00
d Pettapiece	232 63	20	306 42	1 67	....	....	4 90	0 80	....	....	125 00	25 84	13 00
Pierson	797 71	1,141	12,213 53	78 22	184	3,419 09	118 49	47 38	0 18	6 76	419 00	....	94 00
Pilot Mound	2,344 40	2,366	25,449 70	171 92	425	7,570 09	857 78	98 89	0 29	14 57	947 00	....	188 00
Pipestone	1,142 80	1,480	23,222 35	153 52	166	3,831 21	279 65	60 86	....	9 55	550 00	....	94 00
Plumas	1,160 61	1,311	24,533 30	123 57	322	8,633 82	589 89	55 66	0 23	26 83	561 00	20 00	94 00
Plum Coulee	929 07	2,020	27,980 07	148 60	202	6,181 32	240 30	82 82	0 40	5 55	503 00	15 00	94 00
Poplar Point	407 20	483	8,946 84	44 45	73	1,854 63	255 15	20 05	....	4 40	198 00	20 00	19 00
Portage la Praire	18,094 40	4,938	78,819 66	537 92	8,144	106,057 94	11,233 87	41 37	2 20	8 76	5,503 29	15 66	....
Purves	196 66	69	1,837 63	9 56	45	966 76	103 55	3 21	....	3 76	127 00	....	13 00
Rapid City	2,235 64	3,622	41,335 35	259 00	441	6,464 77	706 07	149 29	0 27	8 67	858 00	8 00	188 00
Rathwell	1,213 09	2,125	25,753 69	163 80	211	3,934 58	213 49	87 11	0 39	8 42	575 00	8 00	125 00
Reaburn	260 74	144	2,469 28	12 93	61	558 67	56 62	6 37	....	2 88	134 00	6 00	13 00
Reston	2,281 46	2,376	34,188 65	197 17	478	8,146 46	700 77	99 82	....	14 23	883 00	162 00	188 00
c Ridgevile	301 23	102	1,889 62	9 08	5	85 20	91 90	4 13	....	0 14	168 00	....	19 00
Rivers	2,005 65	3,899	48,779 90	324 06	407	6,121 75	781 70	160 03	....	5 09	7 97	....	156 00
Roblin	1,600 71	2,551	33,814 60	197 89	374	11,006 63	625 48	105 78	....	10 93	774 00	15 00	156 00

a Accounting from Dec. 1 1910. *b* Accounting from July 1 1910. *c* Accounting from December 1, 1910. *d* Accounting from March 1, 1911. *e* Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Roland	1,806 35	2,758	31,585 66	189 18	418	8,630 61	461 98	114 80	0 43	7 32	765 00	4 00	156 00
Rosebank	362 27	429	4,056 37	29 35	65	818 56	98 35	17 81	....	1 82	182 00	....	19 00
Roseisle	365 94	543	6,512 39	39 78	98	1,080 06	459 06	22 70	....	4 59	186 00	3 00	19 00
Rosenfeld	448 96	766	10,407 67	54 78	79	1,985 09	82 81	31 43	....	3 09	245 00	....	25 00
Rossburn	934 04	804	16,034 39	89 61	199	4,929 78	552 92	34 15	....	16 96	423 00	18 00	94 00
Rossendale	281 13	224	4,597 84	23 94	32	532 46	100 05	9 28	....	5 56	155 50	....	16 00
Rosser	608 09	225	3,457 48	28 62	584	4,394 78	371 09	14 84	....	3 32	262 00	....	31 00
Rounthwaite	298 05	519	5,955 14	36 08	67	1,455 02	92 95	21 43	....	61	156 00	....	13 00
Russell	2,693 66	2,663	36,390 16	236 33	469	8,551 77	848 10	111 21	....	17 74	1,005 36	80 00	219 00
Ste, Agathe	302 12	188	2,451 98	13 45	43	764 46	148 50	7 85	....	7 20	154 00	....	16 00
St. Alphonse	106 73	203	5,099 53	27 08	45	3,327 75	39 70	8 57	....	1 82	57 00	....	3 00
St. Anne des Chenes	361 06	183	5,334 11	23 05	152	3,425 28	230 40	8 84	....	13 56	173 00	26 00	19 00
St. Boniface	5,843 81	3,060	54,606 71	459 75	1,811	30,333 88	4,279 15	140 51	5 38	4 94	*b* 1,597 00	12 00	....
*a*St. Charles	370 58	33	403 46	2 24	35	535 22	125 70	1 67	....	1 01	145 00	....	13 00
St. Claude	680 28	983	15,637 41	88 64	139	4,263 75	116 25	40 71	....	4 53	300 00	....	31 00
St. Jean Baptiste	502 47	750	17,883 35	80 20	197	4,331 89	593 90	31 97	....	8 88	285 00	....	31 00
St. Laurent	374 06	434	6,057 22	36 31	150	2,442 99	309 00	18 86	....	4 91	186 00	8 00	19 00
St. Nobert	375 67	276	3,399 82	20 03	230	4,313 06	294 82	13 34	....	3 14	189 00	....	19 00
St. Pierre	547 83	713	8,378 96	49 06	189	5,669 45	170 30	30 41	....	1 92	316 00	....	31 00
St. Rose du Lac	638 71	542	10,076 04	54 69	168	4,995 69	206 05	23 36	....	12 10	264 00	....	31 00
Sanford	522 83	583	6,522 03	41 86	160	2,850 62	219 93	24 92	....	66	270 00	3 00	31 00
Selkirk	3,625 08	2,770	38,567 00	239 76	963	18,110 10	1,801 33	120 43	7 92	9 20	*b* 1,246 36	30 00	....
*a*Shellmouth	401 59	595	9,585 02	49 10	37	760 56	104 15	24 17	....	3 00	205 05	1 37	19 00
Shoal Lake	2,613 14	4,392	51,838 78	322 87	570	9,111 03	815 32	181 38	3 74	11 85	1,008 00	....	219 00
Sidney	819 72	1,871	23,173 18	136 19	167	3,092 44	414 79	76 51	....	3 80	481 00	6 00	94 00
Sifton	495 61	553	18,095 50	83 31	148	4,218 03	366 14	23 60	56	9 89	194 00	....	19 00
Sinclair Station	514 34	999	16,099 28	82 02	85	2,167 22	168 75	40 81	....	1 24	286 00	36 00	31 00
Snow Flake	567 10	464	9,871 11	49 59	73	1,452 48	123 45	19 29	....	10 95	305 00	10 00	31 00
Solsgirth	978 36	1.321	18,708 12	102 03	138	1,409 16	173 30	54 22	....	2 75	473 00	....	94 00
Somerset	1,105 09	1,370	21,550 31	113 17	544	12,099 66	533 47	60 24	....	10 90	521 00	48 00	94 00
Souris	5,036 51	6,350	73,854 74	507 48	1,101	18,285 83	1,857 81	265 51	3 96	14 72	1,615 00	....	344 00
Sperling	847 32	1,108	16,212 42	93 91	115	1,867 13	125 90	45 47	....	4 83	478 00	....	94 00
Starbuck	707 87	817	7,062 35	49 31	123	2,117 60	152 02	33 91	....	2 64	370 00	4 00	38 00

Steinbach	589 06	824	17,415 64	83 97	250	9,045 95	543 41	35 46		10 93	325 00	40 00	31 00
Stockton Station	312 52	808	8,458 54	53 36	140	2,046 95	195 65	33 72		2 91	162 00		19 00
Stonewall	3,005 07	2,600	30,316 50	221 20	1,012	17,324 58	1,990 88	114 12	1 68	6 80	1,119 00	30 00	250 00
Strong Mountain	475 55	704	8,798 29	65 02	93	1,280 62	107 23	29 09		1 88	260 00		31 00
Strathclair Station	1,262 85	1,870	22,690 15	136 16	360	6,525 56	456 31	78 40	0 01	13 37	556 00	4 00	94 00
Stuartburn	265 78	907	23,672 50	140 10	169	5,252 01	139 93	37 97		2 30	189 00	4 00	19 00
Swan Lake	1,079 95	1,749	25,772 98	156 03	315	6,437 11	638 51	73 11		7 53	545 00		94 00
Swan River	2,316 82	3,255	35,953 91	221 16	614	13,338 84	976 36	136 34		5 95	966 66	204 00	188 00
Teulon	925 41	771	13,972 05	81 36	331	8,397 76	793 86	34 15		10 55	466 00	80 00	94 00
Thornhill	330 30	524	6,743 43	36 62	119	1,413 21	84 55	22 15		1 43	181 00		19 00
Tilston	372 92	1,546	26,229 63	128 22	54	1,133 29	89 27	62 38	0 17	0 86	129 00		13 00
Transcona	633 49	459	8,965 36	71 56	8	167 00	178 25	18 44		6 02	73 27		6 50
Treesbank	391 26	958	10,923 66	64 64	106	1,332 58	186 25	39 38		2 02	214 00	4 00	25 00
Treherne	2,130 33	3,384	35,630 45	224 19	867	16,825 89	772 77	144 03		3 73	837 00	5 00	188 00
Tyndall	433 94	667	8,140 40	55 19	102	2,517 90	204 95	27 70		2 72	260 00	80 00	31 00
Virden	5,523 10	7,670	79,559 37	516 93	1,700	25,713 16	2,902 67	328 74	3 95	8 61	1,316 50	4 25	406 00
Wakopa	139 94	341	5,420 18	28 21	57	775 30	103 39	14 21		0 83	113 00		6 00
Waskada	1,353 94	942	15,343 06	88 34	330	6,542 83	582 48	40 98		13 29	637 00		125 00
Wawanesa	4,178 87	3,066	32,966 37	208 94	6,249	53,543 34	6,367 55	185 13		2 65	1,498 00		313 00
Wellwood	538 51	740	9,898 45	58 79	112	1,887 64	87 40	30 72		5 02	263 00		31 00
Westbourne	696 29	1,075	15,239 99	87 53	241	3,849 40	362 91	45 41		4 81	349 00	66 00	38 00
Wheatland	269 79	368	5,938 98	36 33	44	1,103 84	68 55	15 16		1 34	180 00	8 00	19 00
Whitemouth	595 87	424	6,583 08	48 47	235	4,554 80	255 33	19 31		3 45	295 00	14 00	34 50
Whitewater	371 49	544	5,052 52	33 06	76	729 50	120 82	22 52		1 64	204 00		25 00
Winkler	1,156 77	908	10,613 48	64 15	330	8,853 98	451 35	39 62		17 60	586 00		125 00
Winnipeg	*836,931 15												
*Divided as follows)—													
Head Office	731,055 58	82,705	1,111,201 47	9,472 70	570,748	7,752,146 94	851,353 09			*d* 611 22	*c*		
Station B	16,591 14	11,508	263,116 32	2,599 00	232	3,910 76	1,176 77						
*c*Station X	140 99	881	19,554 83	208 32									
Sub-office No. 5	7,005 00	3,673	33,106 63	242 75	15	321 99	50 05	147 07		5 40	200 00		
" No. 6	5,084 00	1,748	18,291 93	130 16	29	503 65	315 84	70 21		2 36	200 00		
" No. 7	12,096 00	706	7,565 16	59 71	2	26 84	3 45	28 26		1 54	200 00		
" No. 8	563 00	114	996 56	8 93			34 05	4 56		0 54	113 32		
" No. 9	3,508 00	776	8,839 09	77 21	4	16 75		31 09		0 30	150 00		
" No. 10	3,231 00	1,586	13,466 45	104 22	2	2 00	291 90	63 46		2 43	150 00		
" No. 11	5,298 00	1,698	16,988 96	128 13	26	294 98	291 30	68 18		4 12	200 00		
" No. 12	1,049 00	1,317	14,484 98	122 53	26	320 89	104 15	52 94		2 58	100 00		
" No. 13	4,054 00	533	4,232 87	38 28	18	346 74	39 53	21 50		0 79	100 00		
" No. 17	1,274 00										38 85		
" No. X	23 73	36	1,224 70	4 65			10 00						
Fort Rouge	8,534 00	1,498	14,254 98	124 31	294	4,919 71	225 80	62 86	1 83	1 02	200 00		
Inkster	1,292 00	1,029	9,611 46	84 48	27	548 10	59 00	41 43		0 61	175 00		
Louise Bridge	6,023 22	2,560	33,199 90	305 06	194	3,886 21	419 93	104 34	1 80	6 53	350 00		
Main St. North	12,925 00	2,447	27,405 22	233 51	54	864 74	119 14	98 42	4 53	8 81	200 00		
Main St. South	9,200 00	1,362	13,739 09	117 11	3	6 26	247 37	54 51	1 43	46 05	200 00		
Portage Ave. Centre	7,983 49	1,680	16,597 74	130 10	43	660 32	663 06	67 63	0 78	10 25	200 00		

a Accounting from July 1, 1910. *b* Including commission on Box Rents. *c* Closed July 1, 1910. *d* Commission to non-accounting offices.
e Salary, etc., see Auditor General's report. *f* Acting from August 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Winnipeg Beach	836 16	830	15,377 49	84 50	130	3,801 30	225 61	34 50	0 28	3 93	424 00	14 00	94 00
Winnipegosis	740 94	892	12,780 52	70 02	100	2.549 63	192 37	36 68		4 55	380 08	73 00	38 00
Woodlands	378 64	29	650 59	3 64	34	588 24	272 42	1 50		3 99	170 00	8 00	19 00
Non-accounting Post Offices	35,839 49										22,670 11	1,064 74	984 25
	1,187,487 19												
LESS Value of postage stamps affixed to postal notes	1,121 00												
Totals	1,186,366 19	425,315	5,875,070 98	39.937 19	662,591	9,289,715 80	991,743 67	13,242 27	140 88	2,128 60	133,427 77	5,191 36	17,435 07

PROVINCE OF SASKATCHEWAN.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended March 31, 1910.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Aberdeen	1,113 63	551	14,147 90	65 75	155	4,340 84	327 43	23 59	....	19 29	443 00	....	94 00
Abernethy	1,434 71	1,717	32,284 20	174 95	230	4,073 10	419 34	70 98	....	14 53	614 00	12 00	125 00
Adanac	760 84	612	8,441 96	51 75	102	2,011 32	198 48	25 50	....	6 94	249 00	....	25 00
Alameda	1,511 49	3,112	35,887 45	213 00	450	9,856 58	639 88	128 98	2 03	4 04	720 00	18 00	156 00
Allan	1,081 94	1,098	15,402 35	86 06	120	3,694 94	205 62	45 12	....	7 71	*d*483 00	....	*e*100 00
a Alsask	267 17	107	1,110 03	6 75	7	178 51	32 00	4 35	....	0 37	134 00	....	3 25
Antler	925 76	2,402	37,402 13	194 20	225	8,234 83	371 24	98 33	....	1 91	504 00	18 00	94 00
Arcola	3,766 26	5,330	65,864 53	385 70	1,126	16,076 47	1,750 74	224 46	70	4 23	1,442 00	68 00	313 00
Asquith	1,440 23	2,847	28,872 82	201 64	316	6,446 83	679 85	117 04	....	4 36	688 50	22 00	140 50
Atwater	305 84	410	10,014 23	48 60	27	365 52	149 00	16 67	....	5 75	124 00	....	13 00
Aylesbury	707 28	2,221	50,093 59	218 58	132	4,413 83	108 05	90 16	....	0 65	299 10	....	31 00
Balcarres	1,751 41	1,685	29,557 61	184 10	263	5,338 93	362 75	70 03	....	14 19	672 00	50 98	125 00
Balgonie	1,471 16	1,715	23,379 25	142 00	231	4,634 32	622 21	70 91	3 32	8 57	622 00	16 00	125 00
Barrows	733 44	1,267	19,436 59	128 50	31	754 88	31 65	51 02	....	4 50	492 00	*f*2 83	94 00
Battleford	4,672 00	3,727	40,820 29	263 31	1,821	39,948 76	2,802 12	167 29	3 45	11 14	1,740 00	30 00	344 00
Belle Plaine	809 40	1,230	19,029 07	105 56	82	1,781 50	175 24	50 02	....	2 46	372 00	....	44 00
Bender	339 47	468	8,697 26	49 39	38	627 23	251 72	19 10	....	4 07	173 00	8 00	19 60
Bethune	1,203 05	1,255	27,989 52	148 45	207	5,782 51	388 40	52 27	....	21 90	472 10	10 00	94 00
Bienfait	707 13	1,246	26,851 33	133 18	128	3,125 53	302 91	51 12	....	5 93	353 00	52 50	44 00
b Big River	528 25	567	9,946 36	58 21	11	242 73	15 35	22 79	....	0 30	260 00	....	19 45
Biggar	1,495 57	3,097	72,538 66	331 09	479	14,046 39	932 58	128 67	....	9 03	590 00	2 50	125 00
Birch Hills	849 70	451	8,348 35	44 81	96	2,230 15	559 75	19 00	....	15 48	338 00	13 75	38 00
Birmingham	188 22	315	13,697 62	51 86	18	319 05	33 65	12 78	....	3 73	130 00	....	13 00
Bladworth	901 18	1,519	16,699 89	104 05	159	3,877 77	133 28	62 35	....	2 91	350 00	....	44 00
h Blucher	278 45	14	203 25	1 33	2	30 00	45 75	0 58	....	0 59	105 00	....	9 50
Bonne Madone	124 13	249	7,328 30	32 45	29	1,041 93	173 35	10 25	....	1 67	48 00	*g*11 66	....
Borden	826 30	1,350	25,156 06	123 74	124	3,117 47	197 30	55 24	....	3 71	369 00	22 00	44 00
b Bradwell	517 18	196	2,319 52	14 09	28	491 81	159 55	8 12	....	2 84	175 00	....	19 00
Bresaylor	374 50	185	4,362 18	20 94	44	1,200 88	244 64	7 81	....	6 67	185 00	3 00	19 00
c Bridgeford	648 83	682	14,811 14	74 90	64	1,688 50	622 03	27 92	....	5 14	176 00	3 00	19 00

a Accounting from March 1, 1911. *b* Accounting from Oct. 1, 1910. *c* Accounting from May 1, 1910. *d* Including $66.00 arrears salary. *e* Including $6.00 arrears rent. *f* Including 83cts. arrears Ford. *g* Including $1.66 arrears Ford. *h* Accounting from February 1, 1911.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Broadview	2,409 09	3.446	41,088 73	282 33	508	8,443 11	1,163 28	142 92	3 30	14 14	932 00	14 00	188 00
a Brock	802 27	306	2,889 76	18 53	20	529 10	440 50	12 44	....	1 10	393 00	9 33	44 00
b Broderick	812 69	445	7,927 07	39 51	38	818 03	160 41	18 18	....	5 29	381 00	8 33	44 00
Brownlee	1,472 01	1,811	27,306 83	152 02	177	4,941 06	203 89	74 21	....	5 95	*h*646 50	16 00	*m*153 00
Bruno	652 77	790	15,883 67	75 59	153	3,959 72	218 30	33 13	....	13 37	277 00	....	31 00
Buchanan	1,416 13	2,592	34,265 94	200 15	384	9,538 75	160 44	107 52	....	6 32	538 00	5 75	94 00
Bulyea	873 72	1,304	22,878 87	130 62	68	1,846 17	150 40	52 84	....	2 74	333 00	3 00	38 00
e Candahar	255 90	224	4,201 75	20 40	4	50 10	57 15	9 00	....	2 11	35 00	5 83	....
Canora	2,812 88	3,960	74,611 20	427 06	554	16,574 24	813 73	163 94	....	24 65	858 00	68 00	188 00
Carievale	1,115 08	1,980	21,459 84	134 33	245	4,801 49	463 95	81 65	....	7 71	583 00	4 00	125 00
Carlyle	2,164 17	3,061	45,486 05	262 39	566	8,494 96	1,200 29	128 10	0 78	5 28	833 00	....	188 00
Carnduff	2,250 38	3,473	38,158 70	233 91	599	11,888 74	644 61	144 91	1 42	4 61	948 00	7 00	188 00
Caron	1,542 60	2,027	28,418 90	161 21	235	6,204 09	416 72	83 43	....	16 66	742 50	8 00	156 00
Chaplin	512 05	850	17,062 34	80 24	68	1,849 90	382 35	34 68	....	4 10	202 00	....	22 00
Churchbridge	818 85	1,252	17,131 46	109 58	146	2,643 21	116 65	51 54	....	3 68	370 00	16 00	44 00
f Coblenz	524 77	542	22,425 26	84 19	60	1,667 84	381 05	22 28	....	13 28	204 00	36 50	25 00
Colonsay	663 73	380	12,106 38	69 40	102	3,146 42	476 82	16 22	....	8 95	158 00	....	19 00
Craik	2,764 13	5,534	82,583 32	452 15	533	12,205 02	660 10	226 69	....	6 45	923 10	48 00	188 00
Craven	497 03	1,076	19,456 97	114 04	41	597 62	108 39	43 45	....	3 94	160 00	3 00	19 00
Creelman	1,019 87	1,643	25,509 49	147 17	134	2,906 21	246 76	67 06	....	4 55	435 00	....	94 00
Crooked River	521 18	279	5,986 67	31 32	71	1,414 10	64 40	11 87	....	5 14	234 33	....	25 00
Cupar	2,053 47	2,052	22,973 02	154 57	218	4,906 67	549 07	84 26	....	6 03	748 00	22 00	156 00
Dalmeny	402 39	545	21,216 73	80 50	98	2,263 63	219 36	22 78	....	12 90	187 00	38 32	19 00
Dana	755 11	871	24,671 58	112 45	177	5,918 52	270 59	36 61	....	13 54	317 00	85 50	38 00
Davidson	2,903 49	2,908	36,029 56	217 03	637	14,780 50	547 87	122 69	....	11 77	1,132 00	....	234 50
Delisle	1,813 73	2,095	26,415 42	156 25	235	7,259 33	423 52	86 65	....	5 47	629 00	32 00	125 00
e Delmas	293 57	110	2,141 86	12 82	37	674 63	212 90	4 77	....	5 26	120 00	....	13 00
Denholm	373 10	827	12,944 27	67 79	47	1,094 28	18 89	33 15	....	4 53	149 00	....	13 00
Disley	441 64	836	24,844 14	111 21	71	1,582 97	226 35	34 15	....	1 90	199 00	....	19 00
e Drake	275 45	589	15,429 79	63 39	21	675 35	76 50	23 77	....	2 00	99 00	....	6 00
Drinkwater	2,122 47	2,553	43,285 93	226 38	201	4,571 46	190 43	104 13	1 01	9 55	712 00	20 00	156 00
Dubuc	1,188 44	2,144	27,802 52	157 17	218	4,956 15	201 88	87 94	....	6 13	506 00	5 41	94 00
Duck Lake	1,543 14	2,723	37,209 17	223 31	553	14,626 22	993 62	114 45	....	6 04	701 00	224 00	125 00

Dundurn	2,107 79	2,567	32,920 50	201 41	218	5,690 77	258 14	104 86	....	12 27	818 00	....	188 00
Earl Grey	1,438 84	1,416	19,650 10	124 54	268	7,071 20	411 22	59 32	....	11 12	639 00	3 00	125 00
Elbow	2,497 79	3,313	37,665 68	233 04	381	9,306 25	979 95	136 33	....	7 39	*g*918 50	65 00	*k*228 50
*f*Elfros	772 98	114	2,145 60	11 00	77	2,005 90	349 97	5 33	....	7 24	269 00	5 00	31 50
Elstow	989 27	522	10,133 61	53 14	152	3,514 40	234 69	22 40	....	14 48	443 00	....	94 00
*l*Englefield	304 20	33	870 45	3 72	4	14 49	10 00	1 36	....	1 56	118 00	....	13 00
Esterhazy	1,635 86	2,071	38,820 05	217 80	438	11,424 28	711 38	87 22	....	14 79	724 00	18 65	156 00
Estevan	5,990 94	4,951	69,302 35	466 25	1,679	43,124 85	1,279 48	214 83	4 30	16 24	1,645 32	50 00	172 00
*d*Evesham	176 47	108	2,836 54	11 94	26	851 48	256 60	4 58	....	2 92	35 00	....	....
Eyebrow	1,792 36	1,618	27,120 79	148 55	593	6,785 77	250 41	70 65	....	14 33	*i*682 00	....	*j*156 50
Fairlight Station	532 91	892	15,199 90	84 03	91	2,023 50	259 50	38 50	....	3 06	279 00	15 00	31 00
*c*Fenton	118 70	194	2,582 77	15 52	7	40 73	40 95	7 83	....	1 19	65 00	9 32	6 00
Fielding	683 81	785	28,415 95	111 83	165	4,286 60	307 98	32 05	....	12 62	311 00	2 00	38 00
Fillmore	1,548 63	1,758	25,490 03	150 24	289	5,948 55	420 94	73 21	....	9 63	675 00	35 00	125 00
Findlater	478 16	588	18,440 99	78 73	78	2,054 25	289 44	24 30	....	11 13	193 00	....	19 00
Fleming	1,365 04	2,148	27,236 07	173 33	193	3,013 93	363 50	87 85	0 09	11 18	580 00	....	125 00
Foam Lake	1,488 74	1,608	35,359 06	175 74	327	6,846 80	972 80	67 59	....	19 01	463 00	36 00	94 00
Forget	1,492 71	2,837	32,252 46	209 33	219	6,534 89	206 36	115 67	....	2 35	614 00	5 00	125 00
*f*Forward	2,307 60	1,739	26,781 29	151 50	100	2,764 18	283 99	70 56	....	5 70	883 00	42 92	188 00
Francis	1,778 70	1,941	28,209 52	168 88	236	5,831 44	528 47	80 00	....	10 07	728 00	....	156 00
Frobisher	812 41	1,311	24,191 97	125 79	237	4,639 89	344 25	54 81	5 77	6 10	446 00	20 00	94 00
Froude	340 54	684	25,928 31	101 92	60	1,577 15	112 32	27 96	....	12 33	155 00	....	19 00
Gainsborough	1,400 35	1,367	19,827 34	114 08	290	5,037 74	245 08	57 58	....	16 91	651 00	34 00	125 00
Girvin	792 11	1,279	20,240 09	103 50	146	3,536 28	254 35	52 62	....	6 41	357 00	12 00	44 00
Glenavon	978 25	392	6,548 48	40 94	97	2,077 50	431 58	16 65	....	7 21	367 00	10 00	38 00
Glen Ewen	921 49	1,490	19,563 28	107 58	145	2,891 14	333 36	61 05	....	5 49	511 00	20 00	94 00
*f*Govan	2,636 49	3,166	48,923 24	260 89	293	5,872 86	413 77	129 61	....	8 92	888 99	18 00	188 00
Grand Coulee	698 48	980	12,707 33	79 85	54	955 62	111 15	39 74	....	1 84	351 00	3 00	38 00
*e*Grandora	190 95	288	4,512 15	28 06	17	241 14	101 85	11 69	....	3 13	51 00	....	6 00
Grayson	795 67	1,676	37,302 34	174 57	159	3,307 04	128 57	68 63	....	2 24	350 00	6 00	38 00
Grenfell	3,696 22	4,915	51,071 66	329 88	798	16,295 91	1,295 71	204 58	1 23	8 78	1,322 00	....	250 00
Griffin	558 70	645	8,941 84	48 62	91	2,421 21	117 63	26 71	....	2 70	221 00	....	25 00
Guernsey	1,139 18	824	9,326 13	63 62	154	4.755 31	435 60	34 50	....	4 08	442 00	28 00	94 00
Gull Lake	4,163 98	6,663	91,836 32	507 50	1,316	45,293 79	1,917 16	279 68	....	9 29	888 00	32 00	188 00
Hague	749 32	367	16,167 44	61 94	133	3,599 76	336 07	16 01	....	22 26	367 00	....	44 00
Halbrite	2,300 72	1,704	18,027 31	123 62	203	5,420 44	168 77	70 19	....	13 96	732 00	8 00	156 00
Hanley	2,636 58	2,611	35,064 35	203 27	438	10,085 41	527 53	108 82	....	13 61	1,130 00	....	234 50
Harris	1,235 77	807	12,494 19	68 38	154	4,439 60	396 55	33 82	....	13 96	*n*610 50	*p*8 50	*o*108 25
b Hawarden	655 64	117	1,851 20	10 11	25	659 42	78 08	4 93	....	2 61	281 25	2 50	34 75
Hazel Cliffe	228 43	386	7,424 69	37 36	63	720 64	90 12	16 07	....	2 09	113 00	....	13 00
a Hepburn	175 37	124	2,563 52	12 19	10	151 10	86 20	5 06	....	2 72	35 00	....	....
Herbert	2,405 07	4,378	63,098 68	343 14	572	17,515 58	1,078 78	180 84	0 49	11 24	692 00	23 25	156 00
Heward	1,001 30	1,561	28,659 96	147 48	206	4,648 25	400 20	64 50	....	11 31	530 00	8 00	94 00

a Accounting from 1st Dec. 1910. *b* Accounting from 1st Oct. 1910. *c* Accounting from 1st May 1910. *d* Accounting from 1st Sept. 1910. *e* Accounting from 1st Nov. 1910. *f* Accounting from 1st Aug. 1910. *g* Including $112.50 arrears salary. *h* Including $66.50 arrears salary. *i* Including $82.00 arrears salary. *j* Including $31.50 arrears rent. *k* Including $40.50 arrears rent. *l* Accounting from 1st Feb. 1911. *m* Including $28.00 arrears rent. *n* Including $39.50 arrears salary. *o* Including $6.50 arrears rent. *p* Including 50cts. arrears forward.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Hitckcock	236 47	391	7,052 92	13 33	45	960 25	138 49	16 09	....	1 56	113 00	....	6 00
Hoodoo	60 67	364	8,719 66	38 46	45	567 07	205 54	15 01	....	2 72	130 00	20 00	13 00
Howell	420 76	868	19,038 99	91 46	128	5,953 88	187 47	36 00	....	7 08	192 00	....	19 00
Hubbard	598 44	698	16,639 25	79 47	52	1,376 89	68 45	28 44	....	4 78	239 72	....	25 00
Hudson Bay Jct	958 78	917	13,769 39	80 33	58	1,804 44	323 66	37 26	....	2 50	487 00	25 00	94 00
Humboldt	3,801 23	3,597	42,070 71	255 59	1,362	29,890 63	2,912 27	157 50	....	16 65	1,310 00	38 00	281 00
Indian Head	6,116 64	6,480	87,777 91	528 49	1,173	18,936 82	1,779 59	270 93	....	19 52	2,220 00	....	469 00
Invermay	617 79	472	8,127 99	41 84	289	6,709 44	380 45	21 77	....	4 66	278 00	25 00	31 00
Ituna	692 38	887	12,451 33	71 56	152	4,220 90	271 38	37 00	....	6 25	246 33	10 50	25 00
c Jansen	743 17	728	12,174 14	72 31	75	2,215 72	226 80	29 87	....	7 41	281 00	20 00	28 00
Jasmin	467 20	761	12,354 07	66 10	48	1,127 23	343 82	30 92	....	5 38	140 00	*m*8 16	13 00
Kamsack	1,972 66	1,284	24,903 95	138 33	322	7,228 87	863 76	54 58	....	21 73	757 00	88 00	156 00
Keeler	617 14	891	18 848 75	89 50	47	1,079 51	200 89	36 11	....	9 57	259 00	....	31 00
Kelliher	1,172 03	1,153	15,919 20	100 12	148	5,054 15	524 55	47 60	....	8 01	391 00	16 33	44 00
Kenaston	504 03	1,205	15,299 18	85 20	140	2,204 19	68 75	49 60	....	2 67	202 00	....	25 00
Kennedy	922 08	1,249	24,269 08	133 64	147	3,221 61	497 72	51 43	....	11 15	400 00	16 00	94 00
d Khedive	48 46	20	95 44	0 85	3	18 00	0 65	0 83	....	....	14 58	....	....
Killaly	230 83	692	30,761 99	114 15	50	1,198 49	86 85	28 18	....	2 95	147 50	26 25	16 00
f Kindersley	4,009 88	2,754	46,785 96	240 93	547	17,536 13	2,453 18	115 63	....	4 30	1,323 00	12 00	313 00
Kinistino	1,189 16	1,138	18,549 29	100 42	202	3,656 10	515 16	47 54	....	19 73	527 00	40 00	94 00
Kinley	582 79	552	7,443 15	46 91	65	1,735 00	221 28	22 73	....	5 53	*k*230 00	....	*l*22 50
c Kipling Station	694 75	176	3,404 77	17 82	29	602 90	197 34	7 33	....	3 27	215 16	....	24 00
Kisbey	1,293 51	1,426	18,292 49	106 31	213	3,518 15	229 19	59 17	....	6 72	553 00	7 00	94 00
Kronau	667 97	997	17,541 82	89 28	95	2,678 50	219 40	40 83	....	2 89	293 00	5 00	31 00
Kuroki	264 99	373	6,508 02	35 42	132	3,174 15	157 75	16 24	....	8 33	134 00	6 00	13 00
Laird	527 40	730	19,634 20	89 09	90	3,721 06	382 69	30 10	....	17 24	*n*207 50	....	*o*22 50
a Lajord	743 79	60	767 34	4 54	32	1,052 32	91 93	2 72	....	1 94	281 00	....	31 50
Landis	1,330 49	538	13,275 77	64 08	214	6,592 64	760 64	23 66	....	21 59	*p*593 50	6 00	*r*106 50
Lang	1,933 32	2,323	30,734 99	173 39	192	3,696 40	239 07	94 84	....	8 25	717 00	12 50	156 00
Langenburg	1,256 79	938	26,661 55	122 06	303	7,098 54	323 75	40 55	....	15 40	571 00	3 00	125 00
Langham	1,987 12	1,406	20,886 52	110 84	388	11,097 42	646 56	60 12	....	17 39	764 00	4 00	156 00
Lanigan	2,402 09	1,509	19,581 79	116 96	443	9,571 77	887 35	64 79	....	14 50	928 00	177 76	188 00
Lashburn	1,985 55	2,820	30,975 41	205 71	368	7,777 48	440 58	116 48	....	1 50	822 00	22 65	156 00

b Laura	691 02	445	8,001 00	43 43	35	1,243 51	259 85	18 15	....	5 91	212 25	5 00	23 50
Lebret	303 85	430	7,063 14	35 20	67	1,272 68	74 75	17 87	....	2 48	138 00	....	13 00
Lemberg	1,746 75	1,398	18,801 68	123 08	317	11,807 09	333 45	59 09	....	14 07	728 00	35 00	156 00
g Leney	271 27	174	3,209 80	17 19	9	294 90	28 80	7 05	....	3 70	54 00	....	6 00
Leross	425 52	718	15,832 28	73 86	64	1,462 82	154 56	29 36	....	4 99	156 00	*s*21 00	19 00
Leslie Station	536 58	409	8,162 83	44 06	58	1,164 81	435 92	16 94	....	7 40	174 00	20 00	19 00
Lipton	1,488 98	2,898	42,419 05	251 77	291	5,880 59	382 60	118 83	....	5 60	676 50	22 32	140 50
Lloydminster	4,043 71	4,500	58,851 41	358 54	983	22,224 53	1,977 84	189 83	1 20	19 32	1,399 00	69 16	281 00
Lockwood	811 97	688	10,016 77	61 11	175	3,794 89	125 25	29 27	....	7 88	297 00	12 00	31 00
Loreburn	1,019 85	1,003	19,554 31	107 74	187	5,162 56	280 91	41 99	....	14 63	360 00	....	41 00
Lumsden	3,261 91	2,463	45,588 61	278 16	452	9,745 28	890 61	103 04	....	36 36	1,059 10	90 00	219 00
McLean	793 33	660	14,374 18	88 89	147	2,856 72	370 65	27 87	....	7 31	318 00	....	38 00
McTaggart	1,294 09	957	11,040 47	69 41	214	4,841 02	114 29	40 42	....	5 73	586 00	....	125 00
Macdowall	279 45	588	7,179 20	43 46	47	868 81	98 98	23 99	....	3 89	155 00	8 00	19 00
Macklin	2,240 94	1,582	33,361 21	195 35	271	10,045 27	1,287 23	65 99	....	17 95	1,172 00	8 83	240 50
Macoun	1,738 61	3,054	32,283 63	191 24	359	6,813 31	213 75	125 75	....	3 67	785 00	78 00	156 00
Maidstone	982 36	787	17,336 89	85 94	250	7,548 90	308 36	33 98	....	9 57	424 00	10 25	94 00
Manor	1,686 70	2,760	40,221 53	225 87	361	8,073 03	725 62	114 01	....	4 86	714 00	32 75	156 00
Maple Creek	6,108 91	6,564	92,342 84	548 65	1,112	29,662 86	2,306 08	273 68	2 16	32 77	*t*1,843 00	78 00	....
Margo	368 20	870	11,717 62	64 28	76	2,062 48	129 09	35 56	....	3 45	134 00	6 16	13 00
Markinch	396 79	605	12,418 86	60 97	58	1,328 49	97 70	24 78	....	2 39	159 00	4 00	13 00
Marquis	831 63	443	8,949 21	48 47	127	1,890 66	235 17	18 99	....	15 10	*q*258 50	....	*j*31 50
Marshall	721 08	1,045	12,615 00	81 57	241	5,451 76	84 05	11 21	....	1 42	317 00	18 00	31 00
Maryfield	1,049 26	1,689	31,755 41	151 78	316	6,949 01	369 50	70 72	....	4 37	517 00	*l*3 50	94 00
Maymont	1,183 19	2,461	33,043 19	186 36	337	9,246 48	702 03	101 81	....	5 82	502 00	74 00	94 00
Melfort	3,362 89	4,409	50,326 15	309 15	889	18,378 80	1,556 13	185 25	....	8 07	*h*1,110 55	100 00	219 00
Melville	4,181 52	4,576	70,894 12	423 40	1,292	25,534 49	2,452 44	195 96	....	9 22	1,270 11	3 00	250 00
Meota	273 19	454	7,866 76	40 78	125	2,364 76	207 67	19 41	....	3 53	134 00	....	13 00
Midale	1,475 07	2,418	35,003 57	200 73	226	4,576 52	139 89	98 98	....	9 05	627 00	....	125 00
Milestone	3,656 46	6,224	77,882 39	451 94	481	10,407 34	810 06	253 77	....	6 97	1,249 00	16 50	250 00
Mistatim	374 41	48	891 62	8 61	6	136 89	11 85	1 98	....	0 85	227 00	....	19 00
Montmartre	1,035 20	1,296	23,930 37	133 39	163	3,029 63	408 63	53 47	....	3 48	351 00	....	38 00
Moosejaw	*44,138 20	....	....	....	....	....	....	....	....	....	....	....	....
Divided as follows :—													
Head Office	43,541 95	18,332	331,181 99	2,344 81	9,169	214,509 87	20,961 21	....	....	....	11,803 25	....	....
Sub-office No. 1	596 25	....	....	....	....	....	....	....	....	....	200 00	....	....
Moosomin	6,335 67	1,654	38,090 14	204 53	1,715	34,883 34	3,575 58	83 31	2 99	70 53	2,284 00	25 00	484 50
Morse	2,456 07	1,643	34,991 16	179 85	481	16,836 67	2,262 61	70 53	....	32 88	527 00	38 00	94 00
Mortlach	1,920 33	3,236	29,578 56	205 67	318	10,973 97	615 53	132 62	....	0 80	695 00	108 30	156 00
*e*Mozart	246 74	141	3,800 31	16 72	11	126 70	68 07	4 80	....	6 45	104 00	....	13 00
Muenster	875 50	1,103	19,955 38	97 26	316	3,534 64	370 19	47 28	....	6 42	414 50	28 00	69 00
Naseby	184 78	315	5,870 01	29 47	51	1,163 44	225 67	13 11	....	2 05	61 00	2 25	6 00
Neudorf	977 63	1,506	26,317 32	142 66	185	3,993 66	259 81	62 09	....	7 83	412 00	18 00	94 00
Nokomis	2,582 33	3,655	41,731 86	255 55	504	17,147 33	488 76	151 24	....	3 79	996 00	128 75	203 50

a Actg. from 2nd Jan. 1911. *b* Actg. from 1st Aug. 1910. *c* Actg. from 1st July 1910. *d* Actg. from 1st Feb. 1911. *e* Actg. from 1st Nov. 1910. *f* Actg. from 1st June 1910. *g* Actg. from 1st May 1910. *h* Including $17.50 arrears night duty. *i* Including 50 cts. arrears forward. *j* Including $6.55 arrears rent. *k* Including $32.00 arrears salary. *l* Including $3.50 arrears rent. *m* Including $1.16 arrears forward. *n* Including $31.50 arrears salary. *o* Including $3.50 arrears rent. *p* Including $93.50 arrears salary. *q* Including $34.50 arrears salary. *r* Including $12.50 arrears rent. *s* Including $3.00 arrears forward. *t* Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
North Battleford	6,193 61	6,565	89,100 10	533 41	1,504	29,121 53	2,628 59	277 64		19 53	1,770 00	105 85	375 00
North Portal	933 21	1,366	24,850 38	142 05	335	6,359 81	254 67	57 99	3 07	2 10	565 00		94 00
Nutana	1,610 56	1,876	24,308 57	155 76	293	6,860 62	426 50	77 97		12 11	555 00		94 00
*b*Orcadia	139 26	9	87 56	0 53			4 50	0 36		0 30	48 00		3 00
Osage	927 55	1,438	17,333 04	101 01	84	2,076 16	64 17	58 36		2 26	480 00		94 00
Osler	313 60	515	7,796 31	40 36	118	2,394 36	332 16	21 78		3 66	160 00		19 00
Outlook	4,053 70	3,996	52,872 35	332 82	443	13,879 30	1,169 73	164 27		17 06	1,032 00	155 00	219 00
Oxbow	2,858 97	3,439	50,490 39	277 04	650	9,361 13	1,136 12	144 06	1 84	14 44	1,025 00	10 00	219 00
Pasqua	452 20	446	8,280 53	52 71	37	857 04	128 41	18 21		2 57	171 00	10 00	19 00
Paswegin	215 76	294	7,621 13	36 35	31	699 24	53 25	12 07		5 08	94 00		6 00
Paynton	1,290 65	529	12,205 19	64 94	288	7,622 19	1,131 47	24 04		17 08	521 00	82 00	94 00
*b*Pelly	429 31	20	307 48	1 94			51 30	0 20		1 20	92 50		9 50
Pense	2,062 94	2,745	39,202 04	221 01	276	7,770 70	476 08	112 56		2 47	819 00	30 00	156 00
Perdue	1,254 28	1,357	17,338 90	104 00	192	4,914 22	455 29	56 00		3 31	545 00	20 00	94 00
*c*Phippen	309 23	39	323 94	2 17	2	10 95	115 50	1 58		0 59	141 00	34 00	16 00
Plunkett	279 04	780	17,110 26	78 15	56	2,465 57	244 65	31 76		2 02	70 00	*u*3 50	6 00
Prince Albert	16,256 18	8,745	130,128 41	865 86	3,829	65,835 98	7,404 39	388 19	6 25	49 32	*r* 4,778 00	140 00	
Punnichy	842 64	1,121	22,591 32	119 45	152	3,821 55	499 16	46 36		8 41	293 00	*s*116 66	31 00
Qu'Appelle	1,147 09	1,661	21,297 27	129 91	267	5,753 51	364 31	69 11		0 60	510 00	97 50	94 00
Quill Lake	1,130 82	1,762	17,269 63	107 33	296	6,854 83	552 67	71 04		4 28	547 00	6 00	94 00
Quinton	323 53	336	9,411 08	41 82	43	1,514 78	174 90	13 87		6 31	109 00	8 00	13 00
Radisson	2,090 45	1,827	55,887 46	249 84	451	15,124 87	1,185 86	87 49		40 48	791 00	6 00	156 00
b Rama	81 20	30	518 39	2 70	1	25 00	2 00	1 21		0 50	30 18		3 18
Raymore	1,146 68	1,165	12,622 12	85 44	97	2,575 36	250 30	47 57		3 50	*c*450 00	17 75	*f*56 50
Redvers	1,547 58	2,647	37,496 38	208 94	409	8,831 25	443 73	109 97		6 35	613 00	8 00	125 00
Regina	103,566 77	18,522	340,305 51	2,476 47	29,067	552,615 22	86,970 23			*p*1,235 55	*o*		
Rocanville	1,403 03	2,566	36,332 29	210 64	227	4,761 81	433 32	104 91		2 98	574 00	4 62	125 00
a Roche Percee	403 49	301	4,170 32	29 73	20	345 33	12 00	12 24		1 14	183 00		19 00
Rokeby Station	341 12	518	6 975 10	40 41	21	372 62	34 75	20 93		3 43	166 00		19 00
Rosetown	2,661 86	1,677	30,443 83	163 55	366	12,760 02	1,866 51	70 74		19 47	*t*567 50	6 00	*v*106 50
Rosthern	4,203 00	2,527	56,897 24	316 17	1,016	31,712 65	3,015 33	111 24		46 79	1,418 00	32 66	313 00
Rouleau	4,154 00	5,905	93,258 98	524 52	469	12,561 86	926 99	240 89		10 77	1,190 00	38 00	250 00
Ruddell	722 30	1,421	19,864 10	111 05	134	3,611 79	120 52	58 18		0 58	333 00	28 00	38 00

Rush Lake	465 58	766	10,376 16	58 46	78	1,826 63	158 05	31 42	....	2 82	133 00	....	13 00
Saltcoats	2,120 88	3,272	36,763 89	241 78	377	7,900 79	645 62	124 65	5 86	6 90	827 00	44 00	172 00
Saskatoon	59,829 26	19,916	306,697 67	2,050 34	13,225	321,980 67	24,686 13	928 89	20 65	100 25	r11,961 50	440 00	....
Scott	2,986 16	3,078	33,641 68	212 22	374	9,682 82	902 30	126 86	....	4 42	850 00	104 66	188 00
Sedley	1,252 60	275	6,306 41	33 40	89	2,058 25	280 10	11 89	....	10 14	535 00	3 00	94 00
Semans	1,755 24	1,344	23,173 25	128 02	250	4,370 76	514 34	56 26	....	14 90	i662 00	11 33	j137 50
Sheho	1,090 15	1,988	23,617 90	165 29	286	8,288 98	284 16	82 38	....	0 43	549 00	42 66	94 00
Shell Brook	1,431 65	916	17,210 75	97 56	172	3,674 04	382 70	38 36	....	29 05	k402 50	13 66	l50 00
Sintaluta	1,679 24	2,881	29,568 89	202 63	246	5,842 45	309 80	117 70	....	3 06	684 00	35 00	156 00
Southey	1,028 33	455	10,208 96	66 11	111	3,765 81	202 31	19 31	....	12 35	422 00	3 00	44 00
South Qu'Appelle	2,950 22	3,855	47,758 98	301 45	501	9,147 63	817 89	159 21	0 89	9 86	1,100 00	246 00	219 00
Spalding	259 95	748	7,249 58	46 36	168	3,162 61	262 10	31 60	....	1 61	146 00	15 00	13 00
Springside	440 00	1,001	13,557 47	77 83	39	697 78	133 55	40 43	....	1 59	181 00	4 00	19 00
Spy Hill	475 81	863	20,119 78	89 49	66	1,781 48	167 68	35 18	....	5 71	183 00	....	19 00
Star City	1,083 01	1,818	28,312 82	153 38	244	5,779 65	398 28	75 16	....	7 91	458 00	d20 50	94 00
Stockholm	666 69	1,353	32,740 78	151 52	143	3,429 97	158 60	55 55	....	10 23	322 00	2 25	38 00
Stoughton	1,897 32	3,412	55,245 16	284 91	419	8,649 37	797 93	140 67	....	7 62	801 00	....	188 00
Strassburg Station	3,048 99	2,610	41,872 77	244 21	368	8,324 50	530 77	108 08	....	13 82	991 00	7 00	188 00
Strongfield	399 25	520	17,209 71	74 13	42	1,242 37	184 09	21 22	....	4 08	m173 50	....	n16 00
Summerberry	466 72	827	11,296 36	67 91	61	1,082 39	104 21	33 72	....	6 11	249 00	....	25 00
Sutherland	581 79	1,023	13,708 32	97 46	48	1,180 78	250 84	41 40	....	3 06	179 00	....	19 00
Swift Current	10,065 77	11,179	152,171 25	910 71	2,901	92,663 34	4,544 48	476 17	6 99	21 07	3,262 00	155 00	688 00
Tako	187 04	485	5,956 58	33 84	30	846 46	93 95	19 70	....	85	109 00	32 00	6 00
Tantallon	677 51	1,637	40,284 57	190 05	191	2,687 26	202 76	67 39	....	3 66	330 00	8 00	38 00
Tate	341 63	343	7,371 68	41 59	47	955 33	85 47	14 19	....	4 35	147 00	....	13 00
Taylorton	340 71	1,078	20,514 22	102 99	32	586 86	80 25	43 44	....	31	182 50	....	19 00
Tessier	704 76	606	7,722 47	45 69	105	2,716 38	115 53	25 29	....	6 77	255 65	....	31 00
Theodore	942 83	1,096	13,267 84	85 31	173	3,774 71	512 60	45 57	....	9 43	412 00	16 00	94 00
Tisdale	1,349 39	2,495	26,423 58	163 95	435	9,925 94	1,024 67	104 15	....	5 11	599 67	37 25	125 00
Togo	1,021 87	1,678	25,385 95	141 87	192	4,768 82	373 88	69 04	....	11 99	517 00	14 16	94 00
bTraynor	155 78	6	176 44	73	2	49 35	....	26	....	....	66 00	3 00	6 00
gTrossachs	513 87	235	5,804 73	26 29	33	732 70	87 95	9 73	....	3 73	118 50	4 00	13 00
Tugaske	1,677 52	2,492	30,119 26	177 99	191	6,034 43	949 14	101 59	....	3 86	w670 50	90 00	h153 00
Tuxford	1,223 75	1,323	17,109 53	100 51	135	3,216 31	230 27	54 27	....	3 20	626 00	....	125 00
Tyvan	1,077 13	1,859	31,469 92	164 71	180	4,061 87	285 97	76 16	....	6 20	539 00	3 00	94 00
Unity	1,776 91	576	10,774 92	60 01	214	6,509 93	1,283 98	25 18	....	18 58	600 00	q54 00	125 00
aVanscoy	405 03	416	7,416 74	36 14	55	1,603 46	107 72	17 19	....	3 11	80 00	....	6 00
Venn	685 43	500	6,881 15	37 99	159	1,683 39	268 40	21 59	....	4 56	230 00	....	25 00
Verigin	498 18	161	4,638 37	20 36	104	3,620 14	303 80	7 48	....	7 74	251 00	5 00	25 00
Viscount	1,417 85	474	12,838 94	75 24	316	9,987 18	604 90	22 12	....	22 24	528 00	10 00	94 00
Vonda	1,731 28	656	15,002 19	80 47	338	13,368 38	771 13	29 62	....	29 22	656 00	3 00	125 00
Wadena	2,014 67	1,466	27,660 19	148 02	521	12,929 27	1,150 87	63 85	....	27 32	742 00	37 50	156 00

a Actg. from 1st Aug. 1910. b Actg. from March 1911. c Actg. from 1st Feb. 1911. d Including $2.50 arrears forward. e Including $83 00 arrears salary. f Including $12.50 arrears rent. g Actg. from 1st Nov. 1910. h Including $28 arrears rent. i Including $99 arrears salary. j Including $12.50 arrears rent. k Including $50.50 arrears salary. l Including $6 arrears rent. m Including $27.50 arrears salary. n Including $3 arrears rent. o Salary, etc., entered in Auditor General's Report. p Commission to non-accounting offices, etc. q Including $2 arrears forward. r Including commission on box rents. s Including $16.66 arrears forward. t Including $99.50 arrears salary. u Including 50 cents arrears forward. v Including $12.50 arrears rent. w Including $69.50 arrears salary.

APPENDIX C—*Concluded.*

STATEMENT showing the Accounting Offices in operation, &c. in Saskatchewan—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Waldeck	891 58	1,796	21,509 40	124 71	346	6,737 96	151 07	75 30	....	1 44	298 00	10 00	31 00
Waldheim	469 18	930	27,219 92	114 79	103	2,415 49	194 27	38 23	....	15 42	*h*185 50	14 00	*i*22 50
*b*Waldron	763 71	171	2,486 50	15 52	51	1,267 25	262 30	7 35	....	5 20	245 45	....	25 00
*a*Walpole	291 97	115	2,997 29	13 78	11	201 02	83 13	4 71	....	2 67	177 00	3 00	19 00
Wapella	2,195 15	1,341	30,879 90	160 77	455	8,083 70	1,328 53	58 19	52	18 94	823 00	56 66	188 00
Warman	700 75	1,218	20,032 05	99 15	98	1,394 91	239 33	49 70	....	1 34	390 00	50 00	44 00
Waseca	370 69	569	7,588 10	42 31	71	2,950 69	104 25	23 47	....	2 29	180 00	4 00	19 00
Watrous	3,358 78	3,283	42,343 51	263 21	545	9,784 53	1,119 75	136 77	....	15 00	948 00	8 00	188 00
Watson	1,593 14	2,123	36,344 16	186 44	386	8,565 69	616 62	88 78	....	14 97	648 00	62 00	125 00
Wauchope	676 31	991	20,487 11	111 45	160	4,589 31	313 58	41 24	....	9 05	355 00	6 00	44 00
Wawota	1,107 60	913	18,672 47	98 45	245	5,157 17	372 06	38 97	....	20 65	497 00	1 50	94 00
Welwyn	898 10	463	9,177 25	49 05	227	3,400 24	345 12	20 79	....	12 51	412 00	....	94 09
Weyburn	9,454 91	8,140	138,081 74	758 78	1,335	27,814 27	1,870 67	350 95	....	30 59	2,898 00	276 70	594 00
Whitewood	2,096 45	1,945	32,806 42	188 72	536	13,148 84	1,425 70	83 16	1 31	34 21	851 00	32 00	188 00
Wilcox	1,852 29	1,953	38,601 59	196 78	297	8,541 63	227 00	81 09	....	20 95	647 00	2 92	125 00
Wilkie	2,316 55	1,326	38,754 83	180 80	331	8,528 66	765 19	56 35	....	27 47	713 00	22 00	156 00
Windthorst	1,690 75	2,586	34.270 02	199 24	256	6,044 23	726 76	106 00	....	5 87	635 00	25 00	125 00
Wolseley	4,532 88	4,518	53,150 69	345 24	881	17,506 38	1,335 11	189 53	2 58	7 16	1,951 64	85 00	390 50
Wynyard	1,725 08	1,574	23,257 83	133 52	187	5,491 76	411 90	64 83	....	10 42	*j*623 00	14 66	*d*103 50
Yellow Grass	3,059 25	4,658	55,168 07	334 97	495	9,677 37	367 65	191 27	1 36	6 70	1,146 00	27 00	250 00
Yorkton	10,469 79	8,414	126,388 74	776 45	2,752	54,018 99	4,124 62	364 08	44	13 04	2,600 67	323 34	309 75
Young	825 07	566	25,739 30	101 65	134	3,837 94	372 05	23 98	....	12 67	*c*252 50	4 25	*e*31 50
Zealandia	2,811 07	2,864	58,965 74	277 84	299	9,457 35	1,364 58	117 55	....	12 83	*f*1,024 77	70 00	*g*250 50
*b*Zelma	425 41	377	9,608 48	43 12	63	1,425 83	349 45	15 71	....	6 05	158 00	....	19 00
Non-accounting Post Offices	62,442 99	....	....	....	....	....	....	....	....	....	36,793 45	1,368 37	1,389 33
	678,301 39	....	....	....	....	....	....	....	....	....	....	....	....

Less—Value of postage stamps affixed to postal notes..................	636 50	....	.. ..	... .	....	....	....	....	....	....	....	.... ..	....
Totals	677,664 89	511,290	8,021,157 56	46,524 88	130,407	2,940,053 66	283,444 80	19,897 95	86 00	3,846 28	211,910 25	8,108 16	27,979 96

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a Accounting from 1st Nov. 1910. *b* Accounting from 1st May 1910. *c* Including $43.50 arrears salary. *d* Including $9.50. arrears rent. *e* Including $6.50 arrears rent. *f* Including $136.50 arrears salary. *g* Including $47 arrears rent. *h* Including $25.50 arrears salary. *i* Including $3.50 arrears rent. *j* Including $85 arrears salary.

APPENDIX C—*Continued.*

PROVINCE OF ALBERTA.

Statement showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Acme	1,378 22	1,404	19,489 75	109 10	134	2,863 71	424 30	57 50	....	11 98	419 00	76 88	76 75
Airdrie	1,110 50	983	16,458 82	90 66	182	3,199 49	428 25	41 14	....	13 77	553 00	1 50	94 00
Aldersyde	321 29	462	5,589 54	35 83	40	1,010 76	123 25	18 88	....	1 40	136 00	....	13 00
Alix	1,940 47	3,109	42,926 30	250 77	344	6,701 54	522 02	127 80	....	10 22	603 00	48 00	109 50
a Amisk	311 48	194	3,524 38	19 04	21	879 64	321 50	7 97	....	4 79	50 00	6 00	....
Athabaska Landing	954 20	676	10,482 66	57 27	124	4,136 00	288 94	28 28	....	7 16	353 00	179 16	44 00
Banff	5,433 18	4,418	52,419 39	362 34	776	14,691 13	1,716 92	184 48	13 35	6 60	1,931 00	....	375 00
Bankhead	1,505 92	5,630	146,672 18	1,217 35	370	7,176 66	253 60	228 94	125 03	3 05	746 00	....	125 00
b Barons	973 39	528	7,719 80	43 10	67	1,569 50	279 45	21 79	....	9 55	278 00	....	31 00
Bashaw	96 17	76	461 10	3 45	2	10 24	5 05	3 06	....	0 34	10 36	....	....
Bassano	2,695 88	1,574	31,126 51	191 39	467	16,650 07	762 60	67 63	....	15 91	736 00	30 00	156 50
Battenburg	84 83	40	621 44	3 94	13	172 40	26 00	1 73	....	1 35	41 00	....	....
Bawlf	1,664 88	2,507	30,471 52	184 03	387	7,407 12	549 82	104 15	....	10 83	600 00	....	125 00
d Beiseker	413 60	138	1,514 27	9 83	11	256 24	120 25	5 63	....	3 64	206 00	....	16 00
Bellevue	909 52	2,693	56,994 22	441 56	142	4,488 16	92 65	109 14	0 37	....	*e*455 50	....	*f*100 50
Bentley	469 75	594	11,602 92	59 12	210	5,074 99	396 94	25 86	....	13 81	225 00	40 00	25 00
Bittern Lake	511 58	941	11,434 42	66 33	98	2,634 41	263 57	38 62	....	3 23	277 00	122 00	25 00
Blackfalds	614 72	843	11,690 20	66 01	143	3,320 44	342 75	35 15	....	6 88	310 00	....	38 00
Blairmore	2,258 50	3,524	60,051 61	435 91	316	7,075 65	453 07	114 12	2 40	2 95	752 00	....	156 00
Botha	506 64	651	11,567 88	60 60	78	1,523 24	98 45	26 82	....	9 39	51 00	....	6 00
Bowden	1,221 28	1,972	19,793 90	127 35	516	7,434 42	644 76	84 04	....	7 15	552 00	12 00	94 00
Bowell	316 44	177	4,409 96	21 16	74	1,718 06	154 30	7 82	....	7 04	145 00	....	13 00
Bow Island	2,199 95	1,805	22,049 60	133 52	611	16,152 19	912 53	78 31	....	13 98	598 35	....	125 00
g Bowville	148 68	56	2,181 52	8 76	9	195 79	67 55	2 33	....	5 59	137 00	1 50	13 00
Brant	474 35	538	7,587 04	46 55	108	2,802 90	68 05	22 60	....	5 32	235 00	22 00	25 00
b Brook's Station	1,606 30	358	5,510 27	31 23	78	2,354 55	399 37	15 10	....	3 46	696 84	30 00	125 00

m Brownfield	211 00	313	5,057 34	25 11	32	541 24	196 81	12 85	....	2 06	115 00	....	13 00
Bruce	507 52	982	13,841 59	75 10	156	2,938 17	225 15	40 84	....	2 25	211 00	0 75	25 00
b Bruderheim	329 30	308	9,637 87	39 47	19	712 69	100 05	12 51	....	2 35	178 00	....	19 00
n Burdette	882 98	294	3,269 08	19 95	56	996 79	226 55	12 32	....	2 42	314 50	....	34 50
o Cadogan	372 47	108	938 37	6 11	6	80 75	103 75	4 38	....	0 54	100 00	....	12 50
Calgary	*158,513 00	....	....	....	....	....	....	....	....	....	....	....	....
*(Divided as follows):—													
Head Office	154,693 00	47,428	814,579 96	6,058 50	35,815	671,398 67	96,618 05	....	....	*k*1,313 55	*l*	....	....
Sub Office No. 1	1,558 00	827	11,509 36	91 26	25	409 83	200 07	33 33	....	18 21	100 00	....	....
" No. 3	289 00	786	6,063 98	54 50	5	76 50	10 00	31 49	....	0 12	100 00	....	....
" No. 4	581 00	955	8,878 12	63 04	1	1 00	45 75	38 21	....	3 58	100 00	....	....
" No. 5	240 00	557	6,320 23	58 18	5	58 25	128 00	22 33	....	0 77	100 00	....	....
" No. 6	433 00	604	6,182 70	53 55	18	242 39	106 15	24 34	....	4 03	100 00	....	....
d " No. 7	716 00	317	3,964 17	27 55	3	42 00	61 40	12 71	....	4 65	79 40	....	....
Camrose	4,818 63	6,381	81,492 51	500 62	1,131	25,905 07	2,034 90	266 55	....	16 74	1,447 50	40 00	312 50
Canmore	1,543 69	4,543	120,210 62	891 90	246	6,021 40	190 00	184 18	110 16	7 68	600 30	....	125 00
Carbon	868 15	1,186	14,820 58	88 43	157	4,861 72	232 37	49 01	....	2 26	339 00	*h*10 50	38 00
Cardiff	275 12	804	10,914 02	71 33	21	539 95	53 45	32 37	....	3 99	113 00	....	13 00
Cardston	3,293 27	5,322	66,779 92	408 31	536	11,728 89	616 51	218 24	....	5 36	1,037 13	114 00	219 00
Carlstadt	1,578 45	1,360	23,244 09	122 86	365	10,935 88	619 57	58 05	....	16 15	372 85	1 00	62 75
Carmangay	1,906 37	1,319	21,535 38	122 44	241	6,347 38	539 60	55 17	....	17 78	560 50	*i*181 83	124 00
Carstairs	2,641 75	910	21,007 17	103 59	491	8,597 45	831 19	41 31	....	60 28	963 00	59 77	219 00
Castor	5,221 85	3,600	79,950 42	394 11	1,065	34,705 36	5,267 20	154 65	....	53 39	2,349 00	*j*165 00	383 16
Cayley	895 26	1,307	15,303 93	91 86	191	2,530 53	305 99	54 19	....	6 79	442 00	....	94 00
Champion	703 89	257	4,312 50	23 62	126	2,468 05	547 05	11 54	....	15 70	188 00	6 00	19 00
Chauvin	473 25	183	5,469 51	24 69	85	3,372 01	505 36	8 17	....	8 71	182 00	52 00	19 00
a Cheadle	362 53	201	2,384 86	15 82	32	346 06	154 90	8 36	....	1 36	161 00	....	19 00
d Chinook	234 35	195	1,810 18	11 69	52	1,831 23	189 40	8 32	....	0 63	35 00	2 00	....
Chipman	421 16	391	6,794 03	38 77	54	1,297 14	227 92	16 18	....	4 00	218 00	....	22 00
Claresholm	4,065 20	5,999	58,263 89	382 04	700	13,971 21	1,026 13	246 96	....	2 41	1,714 00	38 00	344 00
Clive	500 15	746	12,016 61	63 61	91	1,297 03	284 37	30 75	....	8 25	127 00	10 00	13 00
n Coaldale	314 47	118	939 99	6 49	3	26 91	23 45	4 75	....	0 59	173 00	....	19 00
Cochrane	1,449 61	1,916	23,889 40	174 24	316	7,618 32	472 13	79 80	....	12 06	633 50	32 00	125 00
Coleman	3,250 32	7,718	146,694 50	1,086 02	611	13,463 21	574 31	314 83	101 02	4 30	1,145 00	....	250 00
Content	501 13	1,033	16,809 50	89 56	181	3,729 66	259 55	43 13	....	4 35	268 00	28 00	31 00
c Coutts	148 27	39	452 50	2 76	7	122 05	8 40	1 63	....	0 34	171 00	....	16 00
Cowley	1,250 12	1,105	17,672 83	108 01	305	5,762 74	560 68	47 25	....	20 61	633 00	....	125 00
Crossfield	1,825 20	2,650	32,058 37	194 89	339	9,189 68	826 21	109 39	....	10 40	770 00	31 63	156 00
Daysland	1,759 81	2,504	32,221 44	186 55	468	8,813 56	977 22	104 84	....	9 63	780 00	89 50	156 00
Diamond City	885 51	1,345	23,306 84	186 13	73	1,180 33	202 38	54 53	1 97	5 13	271 00	....	28 50
Didsbury	3,399 99	5,692	71,598 07	410 00	915	19,224 54	1,960 87	237 83	....	15 64	1,133 00	324 41	250 00
p Durlingville	107 99	50	1,138 17	5 98	7	569 82	125 35	2 07	....	2 27	35 00	3 00	....
Duvernay	213 20	160	4,095 87	19 88	32	1,135 33	283 35	6 72	....	6 38	91 00	93 27	6 00
Eckville	166 57	390	4,382 19	27 12	100	3,845 75	44 40	16 60	....	1 62	81 00	32 00	6 00
n Edberg	340 90	272	5,569 45	26 92	32	1,061 82	99 25	11 20	....	3 17	104 00	....	13 00

a Accounting from August 1, 1910. *b* Accounting from October 1, 1910. *c* Accounting from February 1, 1911. *d* Accounting from September 1, 1911. *e* Including $46.50 arrears salary. *f* Including $6.50 arrears rent. *g* Non-accounting from August 31, 1910. *h* Including 50 cents arrears forward. *i* Including $9.83 arrears forward. *j* Including $30 arrears forward. *k* Commission to non-accounting offices, etc. *l* Salary, etc., entered in auditor general's report. *m* Non-accounting from Feb. 1, 1911. *n* Accounting from Nov 1, 1910. *o* Accounting from January 2, 1911. *p* Accounting from July 1, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c, in Alberta—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	ance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Edgerton Station	583 89	552	10,912 36	56 09	117	3,601 88	549 96	23 25	......	11 03	211 00	5 38	25 00
d Edison	254 99	119	2,756 96	11 98	9	376 40	81 95	4 85	......	1 48	126 53	46 00	6 00
Edmonton	93,656 22	26,315	410,951 55	3,103 53	30,548	582,315 97	64,554 17	......	......	......	*k*	......	......
Entwistle	517 66	938	12,320 95	82 23	142	4,034 84	253 21	38 94	2 20	1 89	*i*503 00	7 51	*j*100 50
Erskine	895 37	1,281	16,806 80	97 40	212	4,736 98	148 66	53 36	......	8 63	341 00	14 00	41 00
Evarts	536 46	695	11,259 89	59 25	237	4,797 27	281 63	30 27	......	5 21	217 50	3 75	25 00
Exshaw	401 36	1,147	31,763 76	262 04	86	2,141 15	110 80	46 74	14 79	3 03	561 00	......	69 00
f Ferintosh	295 01	597	9,343 64	47 82	22	465 16	106 70	24 10	......	3 06	32 08	11 06	......
Fort Saskatchewan	3,236 02	1,839	32,916 28	182 12	466	10,991 63	1,484 85	78 22	1 58	28 69	1,299 00	45 92	250 00
Frank	2,485 39	4,673	127,082 43	1,044 70	517	11,324 93	567 87	192 10	143 68	3 54	899 00	30 00	188 00
Gadsby	1,408 25	1,353	19,970 36	112 27	199	4,853 94	446 15	56 11	......	14 80	772 25	......	125 00
g Gaetz Valley	244 59	119	1,168 07	7 26	4	88 30	11 72	4 80	......	1 14	88 00	......	6 00
Gleichen	3,839 71	4,186	51,154 15	332 24	517	15,073 77	1,298 85	172 61	......	10 19	1,250 00	127 00	250 00
a Glenbow	406 78	22	383 04	2 60	......	......	......	0 88	......	0 34	166 00	......	16 00
Granum	1,982 67	2,357	29,173 48	176 64	291	5,681 82	413 60	97 19	......	9 80	955 00	10 00	188 00
Grassy Lake	1,490 74	1,434	14,259 91	96 29	476	9,982 44	717 48	62 12	......	4 33	630 00	......	125 00
b Green Court	100 32	87	1,316 07	8 13	23	638 09	67 30	3 71	......	2 24	39 00	3 00	......
Greenshields	164 04	505	3,299 22	26 01	31	648 69	115 00	20 51	......	1 18	94 00	......	6 00
Halkirk	609 80	797	12,421 60	66 51	104	2,279 79	328 55	32 92	......	7 49	395 25	......	28 25
Haneyville	346 01	291	4,743 27	26 11	91	3,922 86	467 55	12 55	......	7 34	138 00	16 66	13 00
Hardisty	1,927 59	2,992	34,343 16	212 22	512	12,424 59	930 75	124 80	......	9 95	887 00	23 50	156 00
Hayter	152 08	216	3,825 19	20 45	18	646 08	46 90	8 82	......	2 61	49 00	14 00	4 00
c Heatherwood	1,084 28	799	16,656 32	110 62	33	887 12	302 90	32 29	......	2 07	575 00	......	125 00
High River	6,577 79	5,127	77,963 84	463 87	1,105	23,212 61	2,144 94	216 13	......	39 36	2,201 00	116 00	469 00
Hillcrest Mines	835 71	2,380	53,776 53	421 43	91	2,245 39	58 40	96 11	2 19	2 81	277 00	......	31 00
Hillsdown	126 73	351	4,736 30	27 34	46	553 18	62 01	14 50	......	1 79	52 00	2 00	6 00
Holden	782 45	976	12,151 22	73 65	162	4,619 06	322 80	40 66	......	7 25	270 50	*n*22 31	31 50
a Hopkins	84 77	19	188 40	1 29	......	......	18 20	0 76	......	0 10	35 00	......	......
Innisfail	3,804 07	3,173	47,441 83	264 96	1,248	23,500 78	2,008 71	139 40	......	40 23	1,279 00	216 00	281 00
Innisfree	761 35	1,060	14,928 59	78 97	181	4,665 56	487 32	14 21	......	4 98	422 00	......	44 00
Irma	770 31	1,096	15,603 60	90 44	204	4,919 92	881 30	45 88	......	6 16	224 00	......	25 00
h Irricana	786 28	420	6,963 38	48 77	35	637 48	209 85	17 15	......	0 40	160 00	......	15 50
Irvine	1,365 13	2,865	34,758 49	205 92	347	8,910 91	573 31	117 87	......	10 40	555 66	54 00	109 50

Islay	799 27	1,426	21,184 45	114 54	205	6,231 56	453 96	59 09	....	6 37	330 85	46 00	38 00
c Jarrow	207 03	283	3,640 22	20 90	20	533 54	81 68	11 52	....	1 20	55 00	....	6 00
Killam	1,697 93	1,871	29,676 95	170 71	301	6,720 21	658 93	77 85	....	18 37	618 00	35 00	125 00
d Kingman	191 07	111	1,421 15	8 84	5	95 00	27 00	4 43	....	0 92	47 50	....	3 00
Kitscoty	799 22	1,444	17,844 94	104 82	239	8,177 12	503 21	60 15	....	3 76	339 00	28 00	38 00
c Knee Hill Valley	177 02	101	1,194 07	7 07	8	135 10	51 35	4 12	....	1 52	71 00	....	6 00
Lacombe	6,206 44	4,246	61.366 32	352 37	2,157	39,692 61	3,892 45	191 41	1 35	55 69	1,979 00	172 00	406 00
Laggan	939 19	148	3,631 39	30 03	17	391 81	51 95	6 09	....	2 26	603 87	....	91 00
Lakeview	279 17	597	8,109 09	46 88	55	1,319 06	260 25	24 43	....	3 39	99 00	6 00	6 00
Lamerton	383 20	1,004	13,397 23	73 26	68	853 33	131 05	40 84	....	2 65	142 00	....	13 00
Lamont	904 99	227	6,804 16	33 49	188	5,135 30	1,212 59	10 96	....	8 03	523 00	166 33	94 00
Langdon	1,670 27	1,891	23,601 97	163 06	263	5,717 71	340 68	78 27	0 01	5 95	683 00	5 27	156 00
Lavoy	314 97	371	9,289 53	40 36	80	1,283 05	194 18	15 64	....	6 93	196 00	....	22 00
Leduc	2,533 61	5,453	59,614 09	365 04	906	18,238 04	1,126 54	227 18	....	4 45	902 00	53 00	198 00
Legal	247 09	296	11,028 57	44 47	58	2,395 89	192 75	12 42	....	12 23	112 00	13 50	13 00
Lethbridge	32,086 29	20,544	356,123 53	2,707 95	7,371	143,767 98	10,089 47	895 47	108 61	94 00	6,943 00	535 00	1,811 00
a Lignite	88 00	6	317 64	1 10	....	....	15 35	0 24	....	0 38	35 00	....	....
Lille	622 55	1,368	49,359 98	400 82	89	1,658 42	118 80	55 61	4 39	8 74	285 00	....	31 00
e Lillico	91 18	80	1,096 43	6 11	23	614 53	138 75	3 43	....	0 74	35 00	....	....
Lougheed	468 00	1,065	10,607 52	66 37	142	1,413 88	235 25	44 02	....	2 81	166 00	7 50	19 00
Lundbreck	715 08	1,282	21,345 17	139 11	161	5,101 30	396 36	52 89	6 26	9 78	371 00	38 00	38 00
Macleod	7,595 39	7,476	99,138 61	683 35	1,511	25,564 77	1,794 75	314 15	16 33	15 59	2,340 00	63 16	469 00
Magrath	1,628 46	3,545	37,800 08	234 65	256	4,795 23	181 77	144 36	....	2 84	689 00	....	156 00
Mannville	1,240 67	1,295	18,304 11	108 56	429	11,551 02	838 85	56 09	....	15 47	540 00	29 80	94 00
Markerville	442 92	1,139	11,126 52	71 61	99	1,481 81	235 19	46 55	....	3 30	208 00	68 00	25 00
Mayton	321 52	364	6,311 07	34 30	70	2,169 81	65 90	15 26	....	9 00	135 00	5 00	13 00
Medicine Hat	17,873 69	15,790	204,307 89	1,412 66	4,068	77,298 33	7,268 91	672 28	37 07	29 34	*m*5,873 00	44 67	....
Midnapore	1,393 78	241	4,791 17	28 71	42	572 67	178 45	10 06	....	6 14	536 00	....	94 00
Milk River	933 82	1,218	11,589 52	73 26	143	4,371 63	467 75	50 15	....	4 43	443 00	15 00	53 50
Millarville	1,367 27	128	1,658 68	14 55	65	964 06	68 90	4 09	....	1 91	606 73	....	140 98
Millet	898 27	1,424	17,503 29	104 73	291	4,867 21	588 90	59 87	....	9 58	407 00	28 00	94 00
Minburn	194 87	437	4,995 62	29 33	48	1,255 44	151 80	17 96	....	1 80	135 00	....	13 00
e Monarch	686 96	411	6,156 33	38 10	54	1,289 81	315 15	16 98	....	2 29	471 00	10 00	56 50
Morinville	790 16	1,718	31,203 69	154 71	161	4,362 57	552 39	70 33	....	7 22	341 00	44 00	38 00
Morningside	239 48	576	6,771 52	39 11	64	831 86	97 88	23 68	....	1 95	140 00	....	13 00
h Mound	103 53	142	1,291 97	8 43	16	547 84	95 77	5 84	....	1 17	47 00	7 00	....
e Namaka	466 58	179	2,108 99	13 21	7	46 39	76 90	7 23	....	0 61	193 00	....	25 50
o Namao	164 44	102	1,235 48	8 51	20	309 29	45 15	4 28	....	1 28	84 00	10 00	6 00
Nanton	3,720 54	5,120	65,363 36	394 83	686	12,771 82	1,429 72	211 66	....	20 46	1,469 00	12 00	313 00
e New Dayton	588 34	210	2,020 96	12 84	15	246 26	70 80	8 55	....	1 59	244 50	....	31 50
New Norway	412 85	660	8,875 56	52 97	71	1,321 12	154 49	27 11	....	6 71	114 00	19 50	13 00
h Noble	322 81	515	7,504 73	38 64	31	1,009 50	61 94	20 91	....	1 19	140 00	2 00	14 25
e North Edmonton	1,442 46	323	4,507 60	28 98	17	523 59	50 80	13 09	....	2 72	632 00	....	68 75
Ohaton	353 99	628	8,513 41	48 10	109	2,369 10	196 71	26 21	....	3 25	158 00	4 00	19 00
Okotoks	2,572 18	2,264	30,661 69	199 70	418	7,801 84	1,269 07	94 74	....	20 16	1,056 00	34 00	219 00

a Accounting from Mar. 1, 1911. *b* Accounting from July 1, 1910. *c* Accounting from Oct. 1, 1910. *d* Accounting from Jan. 2, 1911. *e* Accounting from Sept. 1, 1910. *f* Accounting from Aug. 1, 1910. *g* Accounting from Dec. 1, 1910. *h* Accounting from May 1, 1910. *i* Including $53 arrears salary. *j* Including $6.50 arrears rent. *k* For salary, &c., see Auditor General's Report. *l* Including commission on box rent. *m* Including $887.58 arrears box rents. *n* Including 31 cts. arrears forward. *o* Non-accounting from September 19, 1910.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Alberta—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel an Lightd.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Olds	4,315 26	5,073	63,409 17	381 87	1,102	22,151 74	1,598 78	213 94	....	29 92	1,429 00	214 00	313 00
*b*Orton	100 05	137	1,795 05	10 38	8	88 25	37 90	5 62	....	1 89	46 00	....	....
Pakan	238 18	221	5,319 34	29 21	101	4,375 33	411 66	9 85	....	5 73	108 00	40 00	9 50
Parkland	464 69	603	7,257 67	43 46	87	2,055 61	221 10	24 99	....	4 05	*p*235 09	....	*n*28 50
*e*Passburg	655 93	947	26,239 73	207 73	38	1,085 43	171 65	38 26	....	3 63	240 00	....	28 50
Penhold	627 72	603	8,210 79	49 00	101	1,750 47	241 17	25 13	....	5 88	310 00	54 00	38 00
Pincher Creek	4,702 04	6,247	66,254 99	437 05	847	15,900 67	1,394 96	258 35	....	7 79	1,605 00	62 00	313 00
Pincher Station	464 11	440	4,873 89	33 13	114	1,916 74	117 86	18 74	....	3 36	215 00	3 00	25 00
Pine Lake	334 20	471	5,311 02	38 86	103	1,781 78	84 10	19 87	....	7 10	175 00	....	19 00
f Pitcox	170 20	40	455 12	2 82	9	111 10	83 83	1 69	....	1 18	35 00	....	....
Ponoka	2,980 30	5,626	64,994 48	390 44	734	14,415 67	1,558 52	232 38	....	22 16	959 25	195 00	219 00
*b*Priddis	231 76	79	733 36	5 49	17	419 61	162 45	3 33	....	2 87	107 00	5 00	13 00
Provost	2,004 47	1,910	46,605 96	208 52	332	8,251 52	1,212 16	79 72	....	16 43	*j*519 50	6 00	*k*100 50
Ranfurly	338 94	826	10,218 12	60 89	74	1,657 95	113 55	33 78	....	2 66	160 00	4 00	19 00
Raymond	2,270 59	3,613	42,218 96	279 81	570	11,803 27	659 03	150 22	....	1 83	952 00	....	219 00
d Redcliff	297 92	144	1,598 36	9 52	9	169 46	2 00	5 85	....	0 20	149 00	....	5 41
Red Deer	8,681 56	6,431	86,523 70	537 71	3,118	89,098 95	5,487 52	288 42	2 42	48 61	2,492 00	176 00	531 00
*a*Reid Hill	337 46	171	2,119 40	12 85	13	255 00	106 19	6 97	....	3 95	178 00	....	19 00
Rimbey	386 98	276	6,931 81	33 43	122	2,516 40	407 60	12 26	....	14 91	185 00	....	19 00
Riviere Qui Barre	308 94	354	9,086 67	40 76	54	1,223 34	148 35	14 70	....	7 02	156 00	188 00	19 00
*q*Round Hill	205 75	37	1,075 11	4 72	8	128 11	86 30	1 56	....	5 31	100 00	....	13 00
Royalview	375 61	535	12.066 64	96 36	17	304 44	89 65	21 57	....	5 21	187 00	....	19 00
Ryley	672 75	853	11,354 21	62 83	69	1,839 45	310 20	34 81	....	7 36	289 00	....	31 00
St. Albert	968 35	810	11,355 54	69 71	289	7,532 82	415 52	35 29	....	5 83	441 00	20 00	94 00
St. Paul de Metis	574 75	615	21,902 33	86 67	253	12,506 79	765 93	27 13	....	18 22	223 00	24 00	25 00
Sedgewick	2,384 46	3,663	56,345 74	297 31	496	11,776 43	1,385 06	151 48	....	9 69	789 00	35 22	156 00
*c*Seven Persons	1,078 66	576	6,170 82	37 31	121	3,171 58	382 75	24 25	....	6 15	358 00	9 00	38 00
*a*Spring Coulee	462 27	87	1,013 26	6 74	12	241 83	41 60	3 60	....	1 02	209 00	....	25 00
Spring Lake	194 10	276	4,253 52	21 81	87	1,711 74	107 05	11 91	....	5 33	119 00	2 88	13 00
*b*Spruce Grove	122 83	111	1,961 67	10 08	9	196 55	38 70	4 53	....	1 88	103 00	....	9 50
*d*Stafford Village	233 21	118	1,523 34	14 88	3	55 00	2 50	4 75	....	....	51 52	....	6 50
Staveley	1,846 86	1,881	23,268 10	141 43	389	9,533 44	433 23	79 13	....	19 67	888 00	17 50	188 00
Stettler	6,638 44	6,627	103,897 25	581 14	1,452	35,263 78	2,983 21	279 60	....	35 54	2,238 00	230 00	469 00
Stirling	714 40	1,213	12,234 98	75 95	151	3,434 34	128 65	50 03	....	3 91	368 00	40 00	44 00

Stony Plain	1,234 66	923	17,061 72	103 41	227	6,006 73	1,067 10	39 19		13 47	656 50	315 00	110 50
*q*Stoppington	297 14	252	2,566 66	15 17	52	2,330 99	533 05	10 60		1 89	147 00	2 75	13 00
Strathcona	7,731 66	5,702	72,797 29	496 09	1,805	36,818 26	3,502 32	246 13	8 48	32 07	2,542 00	70 00	515 50
Strathmore	3,580 84	2,591	36,227 56	228 04	580	15,321 90	616 12	109 31		13 25	*l*987 00	0 75	*m*218 96
Strome	1,217 27	934	14,662 28	86 64	192	3.605 69	375 87	39 28		10 83	397 00	6 87	44 00
*r*Sulfield Station	334 72	385	5,444 28	28 41	29	537 36	118 44	15 69		0 21	167 00		15 08
Sunnyslope	473 46	744	12,092 29	62 19	96	2,816 39	143 17	30 72		7 02	208 00	3 75	25 00
*g*Sylvan Lake	173 50										65 00		6 00
Taber	4,857 97	6,436	75,468 07	508 64	1,055	24,424 80	1,173 16	267 99	8 16	3 37	1,687 00	1 38	344 00
Tees	367 16	1,049	11,998 04	70 28	93	1,083 43	253 82	42 97		2 28	188 00	12 00	19 00
*b*Three Hills	685 39	625	9,613 65	53 71	54	1,118 30	486 40	24 54		4 77	255 25	40 00	28 00
Tofield	1,692 65	1,827	17,742 75	114 79	396	5,627 23	612 23	77 01		6 17	539 00	32 00	94 00
Trochu	1,149 56	1,791	25,028 06	150 90	240	6,343·58	1,334 61	74 04		7 29	*h*364 50	16 00	*i*11 00
Vegreville	3,603 73	2,201	36,324 30	219 32	1,018	26,528 88	3,062 40	98 22		31 41	1,357 00	192 00	281 00
Vermilion	3,294 04	5,191	71,984 69	397 39	874	22,751 98	1,693 62	216 38		9 62	1,270 00	75 00	250 00
Viking	1,254 66	1,967	20,677 85	135 84	324	5,724 01	900 23	81 92		3 66	*p*481 50	18 00	*o*103 50
Vulcan	226 07	56	838 85	4 40	2	21 30	132 50	2 26			57 00		1 77
Wabamun	436 55	397	10,534 13	54 21	56	1,256 90	207 65	16 44		6 68	230 00	146 00	25 00
Wainwright	2,643 51	1,990	35,184 29	188 58	533	12,889 14	1,253 36	84 93		26 77	784 00		156 00
Walsh	722 95	1,008	14,007 34	82 11	155	4,380 82	176 95	41 87		7 83	249 00	8 00	25 00
Warner	1,732 50	2,023	19,143 25	122 00	265	5,981 49	306 48	83 57		3 49	616 00		125 00
Wetaskiwin	8,171 23	4,135	70,681 65	394 11	2,191	37,807 34	3,891 10	187 33		86 99	2,441 96	62 00	500 00
*r*Winnifred	832 91	647	6,046 00	38 30	93	1,457 84	511 00	26 81		3 53	314 50		34 50
*e*Wolf Creek	1,243 12	197	3,778 34	24 92	7	217 69	55 36	7 95		0 83	498 00	2 26	66 65
*b*Wostok	140 51	174	8,082 60	30 11	20	582 67	180 55	7 16		4 08	119 00		13 00
Non-accounting post offices	44,218 86										26,178 52	1,276 41	961 22
	605,004 91												
Less—Value of postage stamps affixed to postal notes	570 00												
Totals	604,434 91	404,425	6,170,036 24	41,013 48	130,822	2,680,133 97	288,243 26	13,870 21	711 85	3,139 28	136,387 85	7,759 29	20,185 48

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a Accounting from Nov. 1, 1910. *b* Accounting from May 1, 1910. *c* Accounting from Sept. 1, 1910. *d* Accounting from Feb. 1, 1911. *e* Accounting from July 1, 1910. *f* Accounting from Jan. 2, 1911. *g* Accounting from March 1, 1911. *h* Including $42.50 arrears rent. *i* Including $3 arrears rent. *j* Including $61.50 arrears salary. *k* Including $6.50 arrears rent. *l* Including $87 arrears salary. *m* Including $31 arrears rent. *n* Including $3.50 arrears rent. *o* Including $9.50 arrears rent. *p* Including $58.50 arrears salary. *q* Accounting from Aug. 1, 1910. *r* Accounting from Oct. 1, 1910.

APPENDIX C—*Continued.*

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1910.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbottsford	1,999 03	2,663	57,660 79	420 88	338	7,312 33	485 71	119 90	8 87	11 73	627 00	66 00	125 00
Adela	997 32	647	7,827 76	59 45	65	1,827 20	99 55	26 53		2 02	438 00		94 00
Adelphi	157 53	223	4,073 28	20 56	7	228 22	26 35	8 99		1 38	89 00		6 00
Agassiz	1,263 88	1,870	23,457 33	160 28	224	4,491 84	529 44	77 04	7 45	3 90	548 73		94 00
Ainsworth	213 55	276	2,489 55	16 32	57	1,184 57	58 55	11 61		0 70	121 00		13 00
Alberni	1,667 52	1,129	35,135 01	272 01	376	7,811 40	886 24	48 92	4 28	28 63	592 00	14 00	125 00
Alert Bay	379 05	485	9,572 88	53 07	56	1,436 42	75 40	19 96		2 37	170 00	6 00	19 00
Anaconda	333 68	746	15,741 58	114 58	78	1,637 51	55 57	30 62		8 30	133 50		13 00
Armstrong	3,945 87	4,371	59,739 16	365 70	718	13,459 34	1,080 02	180 02	1 36	21 22	1,189 00	24 00	250 00
Arrowhead	1,949 08	2,903	62,137 90	436 73	363	7,650 45	468 04	119 75	1 82	7 78	832 00		188 00
Ashcroft	3,233 74	2,449	46,082 27	255 15	951	29,354 55	1,847 84	107 47	4 59	28 32	1,061 00	713 33	219 00
Atlin	650 00	1,181	28,009 81	128 12	270	11,404 37	144 55				900 00		
Bamfield	446 70	371	7,120 67	43 33	40	1,154 80	38 28	15 24		3 25	236 00		25 00
Barkerville	841 50	695	22,620 43	100 91	123	3,546 29	366 47	29 03	1 03	6 31	315 00		38 00
Barnet	809 72	1,190	29,714 27	206 68	42	782 64	62 40	48 02		1 45	380 00		44 00
Baynes Lake	346 77	435	8,476 58	64 01	44	694 43	148 70	17 84		6 60	158 00		19 00
Beaton	256 02	477	5,156 84	29 13	35	462 00	69 20	19 43		0 15	114 00	38 00	13 00
Beaumont	507 19	1,048	12,018 05	107 62	65	1,223 55	123 00	42 57	4 03	1 17	267 50		28 00
Bella Coola	225 99	730	16,145 13	76 36	58	2,195 50	22 35	27 78		2 40	100 00		6 00
a Big Bay	73 93	83	2,873 57	19 98			0 25	3 32		0 66	35 00		
b Boundary Falls	120 85	21	196 08	1 54	1	1 00	20 00	0 85			84 00		6 00
c Bowen Island	216 89	88	1,108 22	6 94	6	99 34	49 25	3 58		0 94	91 50		6 00
Brackendale	156 88	129	3,733 41	26 58	19	617 20	33 35	5 35		4 35	84 00		6 00
Britannia Beach	1,008 07	1,081	29,267 19	189 47	51	1,104 12	4 15	43 75	2 70	2 30	473 00		94 00
Camborne	126 62	184	2,591 87	15 28	30	366 25	16 80	7 66		2 18	120 00		9 50
Campbell River	403 09	598	18,779 55	93 87	44	1,492 36	81 05	24 36		2 81	155 00		19 00
Cascade	635 28	1,514	34,058 50	253 53	117	2,362 58	274 25	61 73		1 15	260 00		31 00

Castlegar	389 95	751	13,947 68	93 04	49	1,145 03	236 55	30 65	4 99	1 85	150 00	....	16 00
Cedar Cottage	1,583 71	1,344	13,616 73	113 51	161	4,231 60	180 55	55 37	....	7 91	393 00	....	44 00
Central Park	343 63	224	3,011 91	19 88	83	1,341 63	136 65	9 79	....	2 19	319 00	....	38 00
*d*Chase	1,139 73	910	10,452 27	68 35	81	1,925 96	323 55	37 21	....	4 57	452 50	....	94 00
Chemainus	1,462 13	2,169	45,775 52	265 16	247	5,788 13	261 22	89 23	9 44	4 81	625 00	14 00	125 00
*e*Chilcoten	110 95	79	1,572 13	8 65	....	....	9 70	3 16	....	1 74	67 00	3 00	6 00
Chilliwack	5,898 86	2,703	50,567 95	320 78	960	22,673 35	1,174 35	117 72	2 88	33 74	1,702 00	160 00	344 00
Clayburn	402 36	763	12,410 90	98 69	57	2,038 33	15 95	31 09	....	1 10	140 00	5 00	13 00
Clayoquot	168 01	201	4,277 50	23 71	36	1,347 38	42 45	8 52	....	1 52	117 00	....	9 50
Clinton	869 90	1,029	28,189 41	125 14	93	2,724 14	423 75	42 09	....	10 15	389 00	28 00	44 00
Cloverdale	915 48	1,078	19,380 22	136 71	320	4,505 70	265 91	46 32	....	4 02	448 50	60 00	69 00
Coal Creek	994 86	3,732	57,699 00	522 66	117	2,431 83	11 20	150 45	....	0 11	451 50	....	94 00
Cobble Hill	482 81	544	3,475 09	30 20	74	1,408 41	107 13	22 50	....	1 59	208 00	....	25 00
Collingwood East	1,189 80	945	10,195 58	80 10	51	916 02	250 50	38 31	....	90	768 00	....	156 00
Columbia	407 91	1,030	17,844 47	148 35	112	1,659 52	79 76	42 32	....	1 12	218 00	....	25 00
Comaplix	364 31	874	28,226 66	177 18	45	1,426 35	53 57	35 41	....	3 57	179 00	....	19 00
Comox	686 83	2,020	23,204 24	152 77	147	2,606 88	75 90	82 27	44	1 36	243 00	10 00	25 00
Coquitlam	1,183 77	1,190	15,529 58	115 59	195	3,619 62	189 42	49 55	....	2 47	383 00	....	41 00
Corbin	679 03	1,640	50,561 57	340 86	80	1,598 99	163 53	66 40	....	9 41	*g*400 00	....	*h*47 50
Corfield	140 56	46	909 91	7 12	28	750 99	35 60	2 12	....	2 09	59 00	....	6 00
Courtenay	685 52	1,985	31,827 70	174 05	188	3,132 88	45 17	81 28	....	2 66	213 00	....	25 00
Coutlee	110 90	254	4,226 97	25 07	15	359 86	58 52	10 31	....	1 33	105 00	....	9 50
Cowichan Sta	566 19	324	4,580 45	33 67	93	1,599 76	92 70	13 89	....	7 12	257 00	25 00	31 00
Cranbrook	12,259 64	11,826	206,609 35	1,517 16	3,180	54,065 82	2,616 03	504 84	62 28	4 59	3,503 00	214 00	781 00
Creston	1,851 39	2,081	26,542 12	201 98	418	7,194 45	655 88	87 42	....	7 83	707 00	....	156 00
Crofton	214 01	188	1,526 39	11 72	44	1,286 06	34 90	7 96	....	88	120 00	....	9 50
Cumberland	3,626 76	6,304	117,970 48	824 73	706	14,106 20	612 80	259 22	30 76	3 78	1,013 00	....	....
*f*Denoro	27 48	104	1,421 52	8 00	4	31 12	....	4 20	....	24	39 00	....	3 00
De Roche	403 38	557	12,446 45	74 14	45	941 45	92 60	22 73	....	4 13	178 00	16 00	19 00
Dewdney	261 23	279	4,975 14	28 87	72	1,454 73	113 90	11 88	....	5 41	130 00	5 00	13 00
Discovery	518 19	888	25,376 42	127 29	32	1,313 19	25 30	35 84	....	2 50	225 00	....	14 50
Duncan's Sta	4,289 98	3,946	53,987 96	383 21	1,029	18,591 74	1,521 31	168 13	5 26	20 05	1,251 00	80 00	281 00
Eburne	1,139 39	9 17	20,870 17	179 20	290	8,211 81	356 80	39 58	....	2 09	496 00	....	94 00
Eholt	535 81	1,993	31,585 18	242 10	100	1,774 60	45 95	80 72	....	2 51	225 00	84 00	22 00
Elko	964 97	1,398	26,168 93	218 61	92	1,729 77	118 80	56 84	0 50	2 64	231 00	14 00	38 00
Enderby	2,801 21	3,611	55,620 02	401 25	466	10,483 53	936 68	149 10	3 06	18 68	972 00	4 00	219 00
Erickson	336 48	504	8,871 13	59 40	43	849 57	97 00	20 59	....	5 57	120 00	....	13 00
Erie	268 24	475	10,389 48	58 02	78	1,763 81	101 25	19 78	....	3 54	164 00	....	19 00
Esquimalt	1,350 89	1,201	18,343 34	176 29	92	2,071 32	42 05	49 08	....	0 58	511 50	....	94 00
Fairview	466 67	854	10,955 49	61 01	268	1,388 48	557 92	36 91	0 27	3 10	220 00	....	22 00
Ferguson	241 35	961	15,148 73	33 14	43	859 45	112 48	38 99	....	0 50	149 00	....	13 00
Fernie	11,779 84	14,207	248,020 39	1,940 34	2,785	56,158 14	2,905 05	596 13	127 67	7 58	3,362 01	232 50	....
Field	1,771 36	2,652	78,922 17	524 81	136	3,852 87	329 82	107 41	27 80	10 39	982 82	....	188 00
Fort Steele	769 75	1,128	20,095 37	117 35	84	1,856 18	79 84	45 96	0 95	2 46	304 00	12 00	37 50
Fraser Mills	1,471 95	1,209	30,984 67	235 05	95	2,701 35	139 15	49 31	....	7 52	661 00	....	125 00
Galiano	176 53	119	1,941 02	12 46	75	1,053 65	38 93	5 51	....	5 51	91 00	....	9 50
Ganges	792 35	952	12,479 31	87 31	203	4,417 12	295 84	40 11	1 16	8 11	331 00	....	38 00
Golden	2,839 54	3,470	67,875 84	506 45	585	15,732 20	1,235 56	141 65	15 76	9 76	994 70	104 00	203 50

a Accounting from July 1, 1910. *b* Accounting from Mar. 1, 1911. *c* Accounting from May 1, 1910. *d* Accounting from June 1, 1910. *e* Accounting from July 1, 1910. *f* Closed October 1, 1910. *g* Including $73 arrears salary. *h* Including $9.50 arrears rent.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c, in British Columbia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Grand Forks	4,822 82	7,101	86,753 69	620 35	1,703	31,430 02	1,697 42	301 07	37 87	7 81	1,733 00	72 00	375 00
Greenwood	3,618 78	5,867	84,995 92	597 74	981	19,206 17	971 30	204 49	20 34	5 89	1,350 00	6 00	297 00
a Hagensborg	91 15	123	1,873 63	9 40	......	......	6 25	1 92	......	0 81	38 50	6 00	......
b Halcyon Hot Springs	178 93	86	1,252 69	7 17	11	252 17	21 25	3 55	......	0 58	85 00	......	6 00
Harrison Hot Springs	675 75	385	6,248 66	35 65	58	1,406 86	79 65	15 98	......	2 55	401 50	......	69 00
Harrison Mills	919 66	701	23,015 31	137 13	111	2,138 70	164 15	29 15	......	5 04	230 66	......	25 00
Harrop	196 53	299	2,990 81	24 21	36	628 52	34 30	12 32	......	2 34	99 00	......	6 06
Hatzic	473 34	577	6,044 32	39 03	266	3,186 34	275 99	25 74	......	3 29	156 00	......	19 00
Hazelmere	257 89	424	8,383 02	59 14	38	499 24	44 65	17 31	......	1 33	142 00	......	13 00
Hazelton	2,117 60	2,635	106,357 34	704 67	335	14,645 98	480 96	108 75	8 91	5 12	518 00	22 00	94 00
Hedley	1,047 10	1,937	31,514 04	197 14	235	3,139 01	335 53	79 83	......	8 92	566 00	......	125 00
Heriot Bay	176 36	229	5,418 00	23 35	27	376 84	107 70	9 43	......	5 51	94 00	......	6 00
Hillcrest	2,749 71	2,430	31,157 25	257 58	460	10,712 05	603 27	101 80	......	4 00	818 00	......	188 00
Hope	411 65	310	7,781 41	38 95	95	3,187 35	61 72	13 35	......	7 41	111 00	......	13 00
Hosmer	2,619 90	5,014	131,092 11	1,062 36	431	11,230 37	276 30	204 87	80 38	2 47	975 50	......	203 50
Illicillewaet	126 21	81	2,836 40	22 63	4	77 25	11 00	3 28	......	0 68	46 00	......	......
c Irvine's Landing	158 58	14	235 54	1 37	1	50 00	18 00	0 57	......	0 58	59 00	......	6 00
d Kaleden	262 93	30	363 25	3 05	4	40 66	20 00	1 24	......	0 45	35 00	......	......
Kamloops	12,802 28	6,893	106,651 07	766 44	3,591	54,931 66	7,132 99	311 63	6 97	12 77	*f*3,766 00	50 00	......
Kaslo	2,318 80	3,119	38,958 59	258 78	1,011	12,966 10	1,182 00	146 87	6 51	10 54	1,013 00	64 00	219 00
e Keating	179 69	59	826 35	4 56	17	226 75	33 31	2 52	......	1 88	87 00	......	6 00
Kelowna	7,358 56	5,364	93,878 15	689 02	1,380	28,829 51	2,381 20	228 36	2 90	39 90	2,038 00	78 00	438 00
Keremeos	521 13	1,250	13,635 61	87 51	187	3,577 31	287 24	51 87	......	1 58	379 00	133 00	44 00
Keremeos Centre	238 98	169	2,723 29	11 88	41	990 37	48 83	7 17	......	2 50	120 00	......	13 00
g Kerrisdale	620 72	273	3,117 48	27 38	84	784 31	98 69	11 76	......	2 84	213 00	......	25 00
h Kimberley	257 86	768	17,504 96	92 48	23	380 37	8 00	30 95	......	0 71	105 00	......	13 00
Kitselas	1,211 13	1,885	92,549 38	645 99	124	7,917 98	154 00	76 64	......	5 21	312 00	......	53 50
Lac la Hache	237 80	145	2,977 66	14 37	9	209 27	43 92	5 89	......	2 28	105 06	......	13 00
Ladner	1,907 24	2,567	37,763 09	256 16	355	7,764 36	716 70	106 23	0 45	12 78	769 00	8·00	156 00
Ladysmith	4,204 40	7,977	125,299 86	877 59	973	19,138 71	1,101 47	328 81	55 07	1 98	*lf*1,373 00	......	......
Langley	674 09	799	9,280 26	61 62	209	4,065 63	259 85	34 05	......	3 38	284 00	94 00	31 00
Lillooet	594 90	954	20,445 67	97 43	130	3,684 47	292 85	39 46	0 87	3 64	306 00	10 00	31 00
Lower Nicola	181 59	116	2,700 20	13 40	23	147 07	93 54	4 87	......	8 80	90 00	*m*3 25	6 00

Lund	313 94	284	6,767 46	35 51	24	777 70	118 50	11 60	....	2 33	125 00	....	13 00
Lytton	804 39	1,540	20,196 96	124 60	137	2,310 28	125 85	62 97	5 24	4 09	346 00	28 00	38 00
Malakwa	276 04	501	10,673 06	62 33	29	865 04	137 80	20 33	....	4 35	i95 00	....	6 00
Marysville	403 23	1,234	25,801 25	214 98	71	1,505 70	52 10	50 07	8 02	1 35	196 00	....	19 00
eMassett	244 13	291	5,721 36	27 58	26	667 42	66 70	11 90	....	0 62	35 00	....	....
Matsqui	656 37	1,502	21,508 38	186 53	141	4,203 59	119 05	64 49	....	1 71	281 00	....	31 00
Mayne	341 00	342	5,602 98	36 90	81	1,438 37	231 50	14 49	....	9 48	190 00	....	19 00
Merritt	2,764 00	3,623	91,566 98	688 16	348	9,363 69	1,146 69	148 40	....	34 37	456 00	6 00	94 00
Michel	2,255 67	5,872	146,383 04	1,286 25	594	16,385 50	738 06	240 82	105 50	0 69	1,166 00	3 00	234 50
j Middlesboro	264 32	340	7,664 74	62 58	10	338 68	11 98	13 70	0 14	1 09	205 00	....	25 00
Midway	631 20	1,430	17,861 27	107 23	100	1,914 43	140 99	58 20	0 15	3 93	230 00	192 00	25 00
Milner	368 78	282	5,259 94	34 35	56	1,137 36	145 41	11 84	....	4 70	106 60	....	13 00
Milne's Landing	235 83	197	2,267 14	17 25	20	352 57	28 80	8 08	....	1 11	79 00	....	6 00
Mission City	2,424 31	2,669	43,651 51	292 04	1,019	18,025 35	1,403 27	116 95	7 95	13 68	850 00	120 66	188 00
Moyie	1,916 33	4,517	64,534 93	437 46	456	10,625 10	360 93	185 24	17 20	6 32	905 00	....	188 00
Nakusp	1,277 94	1,515	26,912 73	211 26	213	7,348 18	516 04	63 03	....	16 16	718 00	50 00	125 00
Nanaimo	14,825 86	15,414	276,382 67	2,242 01	3,199	71,020 38	2,956 00	347 89	86 29	9 11	f5,204 18	624 16	....
kNaramata	550 41	69	1,162 07	6 45	3	20 10	104 65	2 79	....	2 32	210 00	....	25 00
Nelson	25,168 52	7,911	137,321 92	1,039 80	9,136	160,598 96	13,772 31	125 70	29 76	43 44	f7,235 00	880 00	....
New Denver	1,047 78	1,484	24,289 32	181 46	289	4,783 85	476 88	62 45	4 52	8 00	477 00	....	94 00
New Michel	1,634 18	2,779	46,961 63	347 28	258	4,761 95	470 64	113 74	....	0 27	n597 01	....	o106 50
New Westminster	30,883 87	18,920	361,599 56	2,895 11	6,634	124,605 69	11,235 52	....	....	....	7,234 40	....	....
Nicola	875 03	694	13,550 21	71 15	148	2,980 17	981 29	29 24	1 02	9 72	413 00	91 66	69 00
North Bend	644 96	1,418	25,556 35	152 36	93	2,277 95	96 95	57 65	11 52	0 53	274 00	....	31 00
gNorthfield	261 67	273	3,856 95	28 26	17	144 40	12 10	11 09	....	3 34	104 00	....	13 00
North Vancouver	7,584 13	3,630	48,392 45	388 60	1,494	31,202 52	1,251 67	160 14	....	10 97	1,765 00	56 00	375 00
Notch Hill	639 16	275	5,429 19	40 58	98	2,711 43	111 36	11 98	....	5 83	265 00	7 00	25 00
Oak Bay	388 95	245	2,375 48	24 70	19	229 66	33 50	9 99	....	1 17	150 00	....	19 00
Okanagan Centre	514 92	354	5,868 83	45 70	55	1,256 46	208 35	14 71	....	6 33	254 00	....	31 00
Okanagan Falls	249 66	404	6,355 21	38 93	22	429 85	74 42	16 38	....	3 13	89 00	....	6 00
Okanagan Landing	584 41	818	12,813 21	92 25	83	2,373 81	193 90	33 55	....	2 15	191 00	....	19 00
dOkanagan Mission	374 33	14	332 78	2 87	1	1 95	27 54	0 57	....	0 59	202 00	....	25 00
150 Mile House	553 10	497	23,770 30	94 53	58	1,990 71	364 15	20 46	....	8 18	285 00	115 00	31 00
Oyama	206 13	345	4,333 98	28 94	31	560 65	57 80	14 11	....	1 05	80 00	....	6 00
Palliser	236 26	66	2,805 70	27 32	11	206 78	61 05	2 75	....	0 39	172 00	....	19 00
Parksville	417 22	549	10,497 17	66 47	63	1,102 41	113 85	22 59	....	2 70	179 00	5 00	19 00
Paulson	370 32	850	27,847 02	210 31	40	995 17	37 45	34 40	1 52	3 13	150 00	....	19 00
Peachland	979 28	1 242	15,780 03	93 07	278	5,609 14	585 94	52 46	....	12 23	482 00	....	94 00
ePender Island	269 64	168	2,174 78	14 78	27	323 54	175 04	6 99	....	5 53	118 00	....	13 00
Penticton	3,128 08	3,153	36,406 86	233 55	952	14,569 20	1,082 50	132 54	....	15 98	889 00	340 66	188 00
Phœnix	3.162 13	7,812	144,210 39	1,046 10	763	15,326 68	514 85	320 11	68 86	6 44	1,140 00	32 00	250 00
Port Alberni	860 86	681	15,830 29	121 31	66	1,399 68	222 00	27 90	....	8 72	324 50	....	31 00
Port Essington	807 34	1,648	38,526 50	253 59	91	3,635 61	88 00	66 83	1 94	0 25	855 00	....	172 00
Port Hammond	1,769 60	1,972	25,240 90	187 00	438	9,149 90	825 56	83 26	3 89	2 28	706 00	....	156 00
Port Haney	1,093 81	1,142	16,033 15	119 72	323	7,748 58	366 52	48 91	....	5 04	491 00	10 00	94 00

a Accounting from Dec. 1, 1910. b Non-Accounting from Aug. 20, 1910. c Accounting from Jan. 2, 1911. d Accounting from Feb. 1, 1911. e Accounting from May 1, 1910. f Including commission on box rents. g Accounting from July 1, 1910. h Non-accounting from November 30, 1910. i Including $2.25 arrears night duty. j Non-accounting from June 30, 1910. k Accounting from February 1, 1911. l Including $19 arrears box rents. m Including 25 cents arrears forward. n Including $105.50 arrears salary. o Including $12 arrears rent.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Port Moody	2,474 20	1,787	37,675 44	314 52	252	8 816 13	219 34	74 00	....	2 11	780 00	....	156 00
Port Simpson	370 19	1,043	23,336 65	114 45	104	1,567 69	93 85	42 76	....	1 19	443 00	16 65	94 00
*c*Powell River	774 60	728	21,402 11	133 90	21	183 82	102 80	29 33	....	2 55	17 50	....	....
Prince Rupert	12,536 94	9,767	291,412 46	2,106 81	2,846	81,717 24	2,525 03	419 14	11 42	26 34	3,040 00	165 00	625 00
Princeton	1,461 26	1,367	27,752 28	209 06	313	7,459 03	746 85	57 91	....	7 42	512 00	11 50	94 00
Procter	688 06	989	14,987 56	110 32	91	1,727 55	129 88	40 47	....	3 56	217 00	....	25 00
*c*Queen Charlotte	407 00	105	3,261 57	16 46	1	12 50	123 25	4 21	....	1 15	133 50	....	15 50
Quesnel	1,231 30	969	20,621 49	117 34	222	9,608 66	808 11	40 98	1 24	7 07	432 00	48 00	94 00
Revelstoke	9,381 40	8,258	162,949 21	1,253 60	2,478	55,297 21	3,645 97	355 10	15 24	14 36	*d*2,846 17	486 00	563 00
Riondel	118 59	229	1,917 87	15 31	7	299 20	1 18	9 23	....	....	175 00	....	19 00
Robson	121 56	252	3,279 30	20 04	13	169 21	337 52	10 21	....	2 97	53 00	....	6 00
Rock Bay	346 13	430	8,517 03	49 89	25	538 91	223 55	17 45	....	1 71	149 00	....	13 00
Rock Creek	293 54	335	6,802 29	40 32	54	1,236 14	73 27	13 94	....	7 63	103 00	....	13 00
Rogers Pass	496 02	799	30,043 12	198 60	41	900 67	84 65	32 37	....	7 75	278 00	....	31 50
*a*Rosedale	334 30	96	973 83	6 11	3	108 90	3 22	3 87	....	0 33	136 50	....	16 00
Rossland	8,017 31	7,612	117,515 55	818 90	2,439	33,172 45	1,974 33	328 87	37 79	15 17	*h*3,274 00	318 00	....
Ruskin	1,046 53	1,072	22,221 28	162 28	109	1,939 88	118 04	43 97	....	3 31	331 00	....	38 00
Salmo	783 24	1,606	44,757 90	245 70	98	2,478 51	351 97	65 22	....	3 33	514 00	3 00	94 00
Salmon Arm	2,578 97	3,066	35,397 87	254 03	537	10,131 18	1,090 98	128 01	....	21 85	886 00	10 00	188 00
Salt Spring Island	224 52	520	4,815 81	35 11	57	1,027 12	104 02	21 37	....	2 19	122 00	....	13 00
Sandon	659 86	1,150	21,172 51	142 07	139	2,151 49	115 93	47 39	6 39	3 04	307 50	....	34 50
Sandwick	279 83	853	10,977 24	70 05	46	1,331 06	34 10	34 58	....	2 60	118 09	3 00	13 00
Sapperton	969 01	1,133	19,014 69	171 48	185	3,773 90	330 54	47 17	....	0 48	525 00	....	94 00
Sardis	753 01	953	21,727 05	155 63	201	3,184 73	219 55	40 13	....	10 70	347 00	5 00	38 00
Sechelt	368 13	144	3,707 16	21 78	25	590 75	10 95	6 01	....	0 48	161 00	....	19 00
Shawnigan Lake	552 37	410	6,676 63	40 04	62	1,939 77	197 30	17 02	....	3 16	216 00	....	25 00
b Sheep Creek	199 56	253	6,224 62	33 90	2	14 87	11 10	10 14	....	0 33	26 25	....	....
Shields Station	122 20	420	7,582 42	52 59	15	171 87	91 81	16 95	....	0 83	35 00	....	....
f Sicamous	1,052 26	69	1,181 96	8 79	6	160 60	118 20	2 82	....	1 55	421 00	1 75	94 00
Sidley	130 50	64	1,009 25	6 37	12	419 25	2 89	2 68	....	2 18	137 00	....	13 00
Sidney	1,120 68	1,113	13,375 76	88 25	234	4,240 31	211 62	46 86	....	5 06	541 00	....	94 00
Silverton	585 79	1,291	19,219 78	138 15	57	979 87	55 51	52 21	....	1 03	272 00	....	31 00
Slocan	588 46	1,281	15,574 80	100 82	118	2,080 65	155 42	52 42	4 67	4 20	322 50	....	34 50
Slocan Junction	272 59	527	9,181 19	68 33	52	780 53	113 29	21 60	4 91	2 23	157 50	....	16 00

*g*Soda Creek	217 42	360	11,867 01	49 77	21	718 50	114 01	14 61	13 14	1 73	124 00	...	6 00
Somenos	271 97	151	1,993 53	12 05	48	830 88	54 33	6 52	...	2 53	126 00	...	13 00
j South Fort George	802 51	353	7,030 06	37 50	93	1,105 75	278 35	15 05	...	1 75	93 00	...	6 00
South Hill	950 98	638	9,147 23	81 34	83	2,479 47	125 95	26 35	...	5 15	260 50	...	31 50
South Salt Spring	212 26	392	4,126 69	27 26	39	629 59	108 20	16 07	...	5 72	96 00	...	6 00
l South Wellington	459 23	805	13,230 41	103 40	43	1,130 92	355 25	32 63	...	2 65	177 00	...	19 00
Spence's Bridge	512 29	724	15,451 15	87 28	72	1,817 36	283 93	29 68	6 14	4 27	230 00	342 00	25 00
Steveston	1,543 31	2,423	84,677 70	793 17	283	12,261 16	183 25	99 75	...	0 79	731 00	4 00	156 00
l Stewart	2,191 15	2,008	39,564 06	218 29	152	4,058 48	243 77	81 86	...	0 87	927 00	...	188 00
Strawberry Vale	176 20	105	1,006 68	7 81	20	752 44	27 65	4 40	...	1 41	81 00	...	6 00
b Sumas	116 55	81	753 16	5 10	4	17 40	0 55	3 28	...	1 86	37 00	...	...
Summerland	2,781 67	2,877	35,396 41	254 07	866	17,829 81	1,783 84	123 74	1 01	20 42	1,129 00	35 20	219 00
m Suquash	38 91	10	345 53	2 30	2	22 25	10 40	0 86	...	0 18	*i*47 50	...	...
c Swanson Bay	479 09	49	2,521 55	11 57	2	85 30	0 50	2 38	...	0 22	254 00	...	31 00
Thorburn	958 68	630	6,592 62	61 11	60	1,250 19	143 96	25 80	...	2 56	344 00	...	38 00
Three Valley	703 90	1,235	36,974 23	248 61	37	784 49	73 71	49 77	...	3 93	264 00	...	31 00
Tod Inlet	384 18	162	4,600 18	24 59	8	213 84	15 30	6 56	...	1 82	146 00	...	13 00
Tofino	220 60	510	9,653 42	51 91	31	474 84	59 25	20 71	...	4 27	102 00	...	13 00
Trail	3,524 87	4,830	102,107 86	856 20	519	8,549 30	636 45	198 39	26 17	6 85	1,218 00	...	250 00
Trout Lake	405 16	902	15,067 93	88 81	131	1,998 08	182 00	37 39	...	4 31	220 00	16 00	25 00
Tulameen	139 46	85	1,512 39	7 85	16	382 85	152 75	3 56	...	6 77	60 00	...	6 00
Union Bay	777 33	1,760	39,436 35	223 42	139	3,914 09	47 78	59 79	...	3 41	406 00	...	44 00
Vananda	787 32	1,999	33,754 25	186 68	97	2,384 85	118 55	80 93	4 51	5 68	360 00	...	44 00
Vancouver	*348,780 88	...	...	...	...	...	...	...	...	...	...	...	...
* Divided as follows:—													
Head Office	306,826 80	91,271	1,900,210 59	15,545 00	77,086	1,770,401 77	112,184 78	...	...	*e*560 51	*k*	...	...
Sub. Office, No. 1	1,378 65	893	7,877 41	68 35	6	30 42	34 25	35 78	...	3 90	100 00	...	...
Sub. Office, No. 2	1,454 40	1,453	16,885 12	143 76	8	118 00	71 95	58 20	...	2 08	100 00	...	...
Sub. Office, No. 3	3,996 57	2,749	31,205 88	236 91	9	56 94	183 15	110 05	...	4 41	150 00	...	...
Sub. Office, No. 5	1,589 24	1,335	12,612 31	108 24	22	431 64	195 30	53 62	...	2 95	100 00	...	...
Sub. Office, No. 6	5,121 72	1,128	48,834 93	376 95	167	2,863 73	647 40	166 79	...	7 20	150 00	...	...
Sub. Office, No. 7	2,716 45	2,172	21,639 79	171 29	34	628 31	304 96	87 22	...	2 78	100 00	...	...
Sub. Office, No. 8	5,842 77	6,059	61,598 12	477 58	132	2,053 57	560 15	243 68	2 71	2 32	200 00	...	...
*n*Sub. Office, No. 9	218 68	48	712 61	4 16	2	112 00	6 50	1 94	...	0 76	50 00	...	...
Sub. Office, No. 12	2,404 90	2,298	23,702 81	192 79	33	340 44	179 85	92 25	...	2 80	100 00	...	...
Sub. Office, No. 15	2,518 94	2,673	47,912 55	416 32	69	1,973 50	192 65	107 61	...	3 10	200 00	...	...
Sub. Office, No. 18	3,991 03	6,674	282,850 73	2,821 24	14	346 99	187 65	267 10	...	0 56	150 00	...	...
East End	10,720 73	9,890	179,433 71	1,467 34	122	1,928 63	525 58	396 82	...	7 72	200 00	...	...
Vernon	11,258 10	8,003	110,721 15	859 47	2,357	40,997 35	4,658 08	343 69	11 12	9 16	3,113 00	152 00	656 00
Victoria	*108,344 85	...	...	...	...	...	...	...	...	...	...	...	...
* Divided as follows:—													
Head Office	103,726 10	38,308	615,291 78	5,077 96	24,120	566,670 26	34,105 55	...	...	*e*95 56	*k*	...	...
Sub. Office, No. 1	813 00	656	7,969 20	62 83	8	113 25	33 95	26 32	...	3 76	100 00	...	...
Sub. Office, No. 2	359 00	...	...	...	...	...	...	...	...	...	100 00	...	...
Sub. Office, No. 3	1,869 00	1,742	16,646 66	134 02	18	168 46	161 02	69 86	...	4 86	100 00	...	...

a Accounting form February 1, 1911. *b* Accounting from October 1, 1910. *c* Accounting from December 1, 1910. *d* Including $15.17 arrears night duty.
e Commission to non-accounting offices, etc. *f* Accounting from Feb. 2, 1911. *g* Non-accounting from October 31, 1910. *h* Including commission on box rents.
i Including $2.50 arrears night duty. *j* Accounting from June 1, 1910. *k* Salary, etc., entered in Auditor General's report. *l* Accounting from May 1, 1910.
m Non-accounting from May 31, 1910. *n* Accounting from January 2, 1911.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*a*Sub. Office, No. 4	549 00	334	4,129 32	30 01	1	3 25		13 37		3 32	100 00		
Sub. Office, No. 5	900 00	582	8,274 73	69 14	49	1,177 73	80 60	23 77		5 30	200 00		
Sub. Office, No. 6	128 75										41 66		
Waldo	794 39	793	17,339 71	124 56	45	1,441 25	163 87	32 17		5 53	315 00		38 00
Waneta	242 58	199	2,593 31	18 24	64	885 92	99 26	8 60		2 94	123 00		13 00
Wardner	1,557 96	3,106	61,195 62	425 36	153	2,892 41	181 86	125 77		0 42	537 00		94 00
Wellington	854 73	560	9,441 88	75 91	63	1,482 45	65 90	23 03		0 64	322 00		38 00
*b*Westbank	309 23	52	580 59	3 75	7	370 60	101 55	2 15		0 91	138 00		13 00
c West Summerland	994 05	674	9,872 46	67 63	63	1,124 11	170 82	27 59		9 65	32 08		
Whonnock	314 64	489	6,116 90	41 76	78	1,209 00	95 55	20 34		3 29	157 00		19 00
Wilmer	530 98	372	7,974 40	42 31	51	1,071 72	73 23	15 39	0 35	11 25	167 00		19 00
Windermere	179 27	390	3,326 08	22 83	28	396 74	242 15	15 88		0 87	73 00	10 00	6 00
Wycliffe	732 11	1,209	30,088 39	186 57	44	867 26	7 15	48 85		1 22	344 00		38 00
Yale	457 21	255	4,641 49	40 36	160	3,358 13	574 55	11 80		5 86	238 00		25 00
Ymir	582 68	1,437	19,219 11	113 25	146	2,188 41	247 85	58 94		3 31	275 00		28 00
Non-Accounting Post Offices	43,749 69										22,722 60	299 35	1,479 95
	854,352 68												
LESS—Value of postage stamps affixed to postal notes	807 50												
Totals	853,545 18	541,700	10,141,107 34	76,553 33	178,163	3,899,059 80	261,048 81	16,050 33	1,050 05	1,887 73	145,980 77	6,965 67	16,902 95

a Accounting from May, 1, 1910. *b* Accounting from Feb. 1, 1911. *c* Accounting from Sept. 1, 1910.

APPENDIX C—*Concluded.*

YUKON.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended March 31, 1911.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Bonanza	204 86	542	18,314 82	141 34	19	893 90	6 68	....	....	....	300 00	....	....
Carcross	710 32	1,111	38,758 75	302 47	64	1,696 82	182 70	45 08	....	6 29	292 00	110 00	....
a Conrad	17 98	57	1,175 74	11 01	5	196 57	....	2 23	....	0 30	48 61	....	4 19
Dawson	15,028 58	6,374	279,764 64	2,210 98	674	24,314 21	821 32	....	....	....	*b*	....	....
Dominion	40 27	91	2,964 32	23 85	3	46 50	14 00	3 67	....	1 64	35 00	....	....
Granville	186 48	458	22,236 39	172 55	23	953 28	43 00	16 72	....	3 20	171 00	....	19 00
Hunker	110 30	308	13,958 28	100 01	15	791 00	....	12 43	....	0 89	70 00	....	6 00
White Horse	2,478 38	1,535	44,049 36	378 38	339	11,843 80	707 20	....	....	....	*b*	....	....
Non-accounting Post offices	587 99	....	....	....	....	....	....	....	....	....	1,305 97	....	18 50
	19,365 16												
LESS—Value of postage stamps affixed to postal notes	19 00	....	....	....	....	....	....	....	....	....	....	....	....
Totals	19,346 16	104 76	421,222 30	3,340 59	1,142	40,736 08	1,777 90	80 13	....	12 32	2,222 58	110 00	47 69
Dead Letter Office	436 38	....	....	....	....	....	....	....	....	....	....	....	....
High Commissioner	5 10	....	....	....	....	....	....	....	....	....	....	....	....

a Non-accounting from July 22, 1910. *b* Salary, &c., entered in Auditor General's Report.

W. J. GLOVER,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX D.

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

Revenue Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the year ended March 31, 1911.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Abbnott	Battleford, Sask	63 50	35 00	....	....
Abbotts-Corners	Missisquoi, Q	46 25	35 00	....	....
Abenakis	Dorchester, Q	93 00	82 50	....	6 50
Abenakis Springs	Yamaska, Q	305 55	*a*236 00	....	25 00
Aberarder	Lambton, W.R., O	88 95	52 00	....	6 00
Abercrombie	Pictou, N.S	34 50	35 00	....	....
Abercrombie Pier	Pictou, N.S	38 75	35 00	....	....
Aberdeen	Grey, S.R., O	45 70	35 00	....	....
Aberdeen	Inverness, N.S	23 90	*b*47 00	....	....
Aberdour	Bruce, N.R., O	57 00	45 00	....	....
Abigail	Souris, M	18 75	35 00	....	....
Abingdon	Lincoln, O	93 15	59 00	....	6 00
Abney, Lot 64	Kings, P.E.I	22 50	35 00	....	....
Abram River	Yarmouth, N.S	42 08	35 00	....	....
Abrams Village	Prince, P.E.I	95 70	51 00	3 00	6 00
Acacia	Norfolk, O	45 75	35 00	....	....
Acaciaville	Digby, N.S	167 95	86 00	....	6 00
Acadie	Kent, N.B	86 10	38 00	8 00	....
Acadie Siding	Kent, N.B	78 57	40 00	20 00	....
Achill	Simcoe, S.R., O	51 22	35 00	....	....
Achosnach	Inverness, N.S	15 00	35 00	....	....
Acton	York, N.B	20 50	35 00	....	....
Acton's Corners	Grenville, O	53 25	35 00	....	....
Ada	Moose Jaw, Sask	82 08	35 00	....	....
Adair	Qu'Appelle, Sask	213 00	*a*120 00	10 00	13 00
Adamsville	Bruce, N.R., O	47 15	35 00	....	....
Adamsville	Brome, Q	283 74	119 00	....	13 00
Adamsville	Kent, N.B	216 80	90 00	....	6 00
Adderley	Megantic, Q	34 50	35 00	....	....
Addingham	Portage la Prairie, M	42 50	35 00	....	....
Addington Forks	Antigonishe, N.S	16 00	35 00	....	....
Adelaide	Middlesex, N.R., O	178 34	99 00	....	6 00
Admaston	Renfrew, S.R., O	89 14	53 00	....	6 00
Admaston Station	Renfrew, S.R., O	102 74	47 00	....	....
Admiral Rock	Hants, N.S	36 00	35 00	....	....
Adrian	Elgin, E.R., O	17 00	35 00	....	....
Advance	Algoma, E.R., O	27 00	35 00	....	....
Ætna	Medicine Hat, Alta	304 50	*c*152 50	....	*c*16 00
Afton	Antigonishe, N.S	164 00	79 00	22 00	6 00
Afton Road	Queens, P.E.I	9 65	35 00	....	....
Afton Station	Antigonishe, N.S	24 00	35 00	....	....
Agricola	Victoria, Alta	119 35	59 00	4 00	6 00
Aguanish	Chicoutimi and Sag., Q	17 50	35 00	....	....

a Including $20 night allowance. *b* Including $12 night allowance. *c* Including $22.50 arrears of salary and $3 arrears forward allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ahmic Lake	Parry Sd O	47 50	35 00		
Ahuntsic	Laval Q	183 50	115 00	8 00	13 00
Aikensville	Wellington, S.R. O	26 50	35 00		
a Aiktow	Moosejaw Sask	42 00	11 67		
b Ainslie Point	Inverness N.S	15 00	25 33		
Ainslie Glen	Inverness N.S	12 00	*c*45 00		
Aird	Missisquoi Q	38 00	35 00		
Airlie	Dufferin O	34 50	35 00		
Aitkin's Ferry	Kings P.E.I	150 00	90 00		6 00
Akerly	Sunbury & Queens N.B	17 50	35 00		
Alain	Bonaventure Q	23 20	35 00		
Alaindale	Lotbinière Q	39 67	35 00		
Alainbourg	Drum'd & Artha'baska Q	17 00	35 00		
Alba	Inverness N.S	22 00	35 00		
Alba	Renfrew, N.R O	52 75	35 00		
Albany	Prince P.E.I	203 60	*e*128 00	66 00	13 00
Albany Cross	Annapolis N.S	51 75	35 00		
Alberry Plains	Queens P.E.I	35 00	35 00		
Albert	Hastings, E.R. O	27 00	35 00		
Albert Bridge	South Cape Breton N.S	73 15	48 00		
Albert Canyon	Kootenay B.C	149 50	80 00		6 00
Albertine	Victoria N.B	130 00	115 00	3 00	13 00
Albert Mines	King & Albert N.B	180 18	*d*100 00		6 00
Albert Mines	Sherbrooke Q	188 00	99 50		9 50
Alberton	Wentworth O	200 00	112 00		13 00
Albertown	Prince Albert Sask	59 90	35 00		
Albion	Kings P.E.I	28 90	35 00		
Albion	Peel O	80 29	57 50		3 00
Albion	New Westminster B.C	105 50	48 00		
Albion Ridge	Medicine Hat Alta	18 80	35 00		
Albuna	Essex, S.R O	49 00	35 00		
b Albury	Prince Edward O	23 98	35 00		
Alcida	Gloucester N.B	13 00	35 00		
Alcorn	Sunbury & Queens N.B	24 35	35 00		
Aldboro'	Elgin, W.R. O	97 55	49 00		
Alder	York, N.R. O	16 84	35 00		
Alderdale	Nipissing O	52 00	35 00		
Aldergrove	New Westminster B.C	468 10	119 00		13 00
Aldermere	Comox-Atlin B.C	263 62	100 00	12 00	13 00
Alder Point	N. Cape Bret'n & Vic. N.S	65 00	35 00		
Alder River	Guysborough N.S	7 00	35 00		
Aldershot	Wentworth O	322 67	136 50		13 00
Aldersville	Lunenburg N.S	39 25	*c*45 00		
Alderville	Northumberland, W.R. O	15 00	35 00		
Aldina	Prince Albert Sask	42 75	35 00	4 75	
Aldouane	Kent N.B	33 50	35 00		
Aldred	Qu'Appelle Sask	126 14	68 00	3 00	3 00
Alexander	Inverness N.S	21 00	35 00	7 50	
Alexandra	Queens P.E.I	35 55	35 00		
Alexandria	Yale-Cariboo B.C	95 80	53 00		6 00
Alexandrina	Kent N.B	15 00	35 00		
Alexis Creek	Yale-Cariboo B.C	149 75	75 00	10 00	6 00
Alford	Moosejaw Sask	38 30	35 00		
Alford Junction	Brant O	57 08	37 00		
Alfred Centre	Prescott O	96 90	42 00		
Alice	Renfrew, N.R. O	38 12	35 00		

a Opened 1-12-10. *b* Opened 1-8-10. *c* Including $10 night allowance. *d* Including $20 night allowance. *e* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Alison	Westmoreland N.-B	18 00	35 00	....	....
Alkali Lake	Yale-Caribou B.C	36 75	35 00	....	....
Allanburg	Welland O	169 15	90 00	....	6 00
Allandale	York N.B	25 00	35 00	....	....
Allanlea	Dauphin M	5 00	35 00	....	....
Allan's Corners	Chateauguay Q	273 00	*i*125 00	....	13 00
Allan's Mills	Lanark, S.R O	92 75	50 50	....	3 00
Allard	Bonaventure Q	34 95	35 00	....	....
Allen	Frontenac O	28 00	35 00	....	....
Allen-Grove	Yale-Cariboo B.C	29 65	35 00	....	....
Allendale	Shelburne & Queens N.S	291 62	140 00	....	13 00
Allen's Mills	Portneuf Q	58 20	35 00	....	....
Allisonville	Prince Edward O	98 50	60 00	....	6 00
Alliance	Middlesex, W.R. O	83 95	42 50	....	....
Alliston	Kings P.E.I	57 10	35 00	....	....
Alloa	Peel O	90 00	51 00	....	6 00
Allsaw	Victoria & Haliburton O	20 00	35 00	....	....
Allumette Island	Pontiac Q	106 20	41 00	....	....
Alma	Pictou N.S	152 50	56 00	....	6 00
Alma	Prince P.E.I	145 25	*g*94 00	3 00	6 00
Almasippi	Macdonald M	22 54	35 00	....	....
Almaville	Champlain Q	86 38	36 00	....	....
Almira	York, C.R O	67 50	35 00	....	....
Alpha	Qu'Appelle Sask	22 10	35 00	....	....
Alpine	Dauphin M	44 50	35 00	....	....
Alport	Muskoka O	120 00	58 00	....	6 00
Alsace	Parry Sound O	44 00	35 00	....	....
Alsfeldt	Grey, S.R O	346 95	150 00	....	13 00
e Alston	Assiniboia Sask	13 25	11 66	....	....
Althorpe	Lanark, S.R O	26 25	35 00	....	....
Alton	Colchester N.S	77 80	35 00	....	....
Altona	Ontario, S.R O	81 84	46 00	....	....
b Altorado	Medicine Hat Alta	100 91	30 67	....	....
Alva	Brome Q	130 00	40 00	....	....
Alvaston	Yale-Careboo B.C	91 50	35 00	....	....
Alvena	Saskatoon Sask	18 25	35 00	....	....
Alward	Westmoreland N.B	13 00	35 00	....	....
h Amaranth	Dauphin M	*h*7 00	....	....	....
Amaranth Station	Dufferin O	31 90	35 00	....	....
Amber	York, C.R O	25 75	35 00	....	....
Amberley	Huron, W.R O	141 25	80 00	5 00	6 00
Ambles	Humboldt Sask	30 21	35 00	....	....
Ambleside	Bruce, S.R O	34 00	35 00	....	....
c Ambo	Parry Sound O	54 68	32 08	....	....
Ambrose	Norfolk O	32 45	*f*45 00	....	....
h Amelia	Moosejaw Sask	9 00	....	....	....
Ameronto	Brandford Ont	31 95	35 00	....	....
Amfleet	Battleford Sask	10 00	35 00	....	....
Amherst Point	Cumberland N.S	57 00	40 00	....	....
Amiens	Middlesex, N R O	23 00	35 00	....	....
Amirault Hill	Yarmouth N.S	106 00	45 00	....	....
Ammon	Westmoreland N.B	3 00	35 00	....	....
d Amulet	Regina Sask	123 00	35 00	....	....
Amulree	Perth, N.R O	103 41	47 00	....	....
Anagance Ridge	Kings & Albert N.B	25 75	35 00	....	....
Anaham Lake	Comox-Atlin B.C	....	35 00	....	....
Ancienne Lorette	Québec Q	191 88	113 00	4 00	13 00
Anderson	Perth, S.R O	98 00	62 00	....	6 00

(*b*) Opened 16-5-10. (*c*) Opened 1-5-10. (*d*) Late Kabeyum. (*e*) Closed 1-8-10. (*f*) Including $10 night allowance. (*g*) Including $12 night allowance. (*h*) Credit supply for a new office not yet opened. (*i*) Including $15 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Anderson	Westmoreland N.B	31 25	35 00		
Anderson's Corners	Huntingdon Q	25 00	36 00		
Andrew	Victoria Alta	206 20	94 00	65 00	6 00
Andrewsville	Lanark, S.R. O	50 00	35 00		
Anerley	Moosejaw Sask	177 85	76 00	3 00	6 00
e Angle Lake	Victoria Alta	10 00	5 83		
Angove	Mackenzie Sask	28 00	35 00		
Ange Gardien	Montmorency Q	133 50	82 00		6 00
Angeline	Ronville Q	148 55	80 50	14 00	6 00
Angus Ridge	Strathcona Alta	46 25	35 00		
Angusville	Marquette Man	310 49	71 00		6 00
Anjou	Berthier Que	39 70	35 00		
Annacasis Island	New Westminster B.C	13 00	35 00		
Annaheim	Humboldt Sask	232 45	105 00	*h*3 25	13 00
Annan	Grey, N.R O	186 05	92 00		6 00
Annesley	Pontiac Q	27 75	35 00		
Annidale	Sunbury & Queens N.B	50 79	35 00	24 00	
a Annieville	New Westminster B.C	77 00	35 00		
Annis	Yale-Cariboo B.C	205 25	*g*132 00		13 00
Anson	Hastings, W.R O	73 50	*g*49 00		
Ansonia	Algoma, E.R O	11 00	35 00		
Antelope	Moosejaw Sask	103 50	*g*62 00		
Anten Mills	Simcoe, N.R O	105 00	51 00		6 00
Antigonishe Harbour	Antigonishe N.S	22 72	35 00		
Antigonishe Harbour (south side)	Antigonishe N.S	18 00	35 00		
Antioch	Muskoka O	11 00	35 00		
Antrim	Halifax N.S	21 25	35 00		
Anvil Island	Comox-Atlin B.C	67 00	35 00		
Appin Road	Queens P.E.I	22 25	35 00		
Appleby	Halton O	160 05	73 00		6 00
Appleby Corner	Nipissing O	43 00	35 00		
Appledore	Kent, E.R O	9 00	35 00		
Apple Grove	Stanstead Q	34 50	35 00		
Apple River	Cumberland N.S	163 30	*f*121 00	17 00	6 00
Apto	Simcoe, N.R. O	34 00	35 00		
Arabella	Mackenzie Sask	16 00	35 00		
Arat	Regina Sask	11 00	35 00		
Arawana	Brandon Man	31 25	35 00		
Arbakka	Provencher Man	92 37	35 00		
c Arbeau	Northumberland N.B	27 41	16 16		
a Arborfield	Prince Albert Sask	43 00	26 25		
b Ardath	Saskatoon Sask	25 00	29 16		
Arbury	Humboldt Sask	57 00	35 00		
Arcata	Battleford Sask	25 25	35 00		
i Arcanum	Que	*j*5 00			
Archer	Dundas O	29 00	35 00		
Archibald	Colchester N.S	36 10	35 00		
Archibald Settlement	Restigouche N.B	26 00	35 00		
Ardal	Selkirk M	237 23	65 00	2 75	6 00
Ardbeg	Parry Sound Ont	181 75	60 00	4 25	6 00
d Ardenville	Macleod Alta	17 92	11 67		
Ardness	Pictou N.S	34 25	35 00		
Ardoch	Frontenac O	180 00	86 00		6 00
Ardrossan	Victoria Alta	172 58	35 00	98 cts.	
Ardtrea	Simcoe, E.R O	64 00	38 00		

a Opened 1-7-10. *b* Opened 1-6-10. *c* Opened 15-10-10. *d* Opened 1-12-10. *e* Opened 1-2-11. *f* Including $40 night allowance. *g* Including $12 night allowance. *i* Summer office. *g* Including $20 night allowance. *h* Including 25 cts. arrears forward allowance. *j* Credit for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries, and Allowances—*Continued.*

Name of Post Office	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Arelee	Battleford ... Sask	73 17	35 00		
Argentenay	Chicoutimi & Saguenay Q	14 50	35 00		
Argyle	Carleton ... N.B	36 05	35 00		
Argyle	Yarmouth ... N.S	68 18	*g*56 00	16 00	
Argyle	Macdonald ... M	92 50	54 00		6 00
Argyle Head	Yarmouth ... N.S	92 00	*g* 64 00		6 00
Argyle Shore	Queens ... P.E.I	16 00	35 00		
Argyle Sound	Yarmouth ... N.S	90 00	42 00		
Ariss	Wellington, S.R. ... Ont	107 00	36 00		
Arisaig	Antigonishe ... N.S	4 00	35 00		
Arkell	Wellington, S.R. ... O	120 00	64 00		6 00
Arklan	Lanark, N.R. ... O	8 00	35 00		
Arlington	Simcoe, S.R ... O	41 15	35 00		
Arlington	Kings ... N.S	14 00	35 00		
Arlington	Prince ... P.E.I	43 30	35 00		
Arlington Beach	Humboldt ... Sask	123 00	41 00		
Arlington Hotel	Comox-Atlin ... B.C	68 50	45 50		3 00
*b*Arlington West	Annapolis ... N.S	17 00	35 00		
Armadale	York, C.R. ... O	42 00	35 00		
Armadale	Kings ... P.E.I	55 90	35 00	4 00	
Armand	Témiscouata ... Q	251 20	140 00		13 00
Armitage	York, N.R ... O	63 60	37 00		
Armond	Carleton ... N.B	30 25	35 00		
Armstrong	Kings & Albert ... N.B	7 00	35 00		
Armstrong	Beauce ... Q	43 00	35 00	3 00	
Armstrong's-Brook	Restigouche ... N.B	50 50	35 00		
Armstrong's-Corner	Sunbury & Queen ... N.B	87 00	36 00		
Armstrong's-Mills	Wellington, S.R ... O	26 00	35 00		
Arner	Essex, S. R. ... O	163 00	82 00		6 00
Arnes	Selkirk ... M	67 40	35 00		
Arnold	Shelburne & Queen ... N.S	27 50	35 00		
Arnott	Grey, E.R ... O	156 40	68 00		6 00
Arnstein	Parry Sound ... O	162 67	76 00		6 00
Aroostook Junction	Victoria ... N.B	424 73	170 00	25 00	19 00
Arrandale	Comox-Atlin ... B.C	70 00	37 50		
Arrow Park	Kootenay ... B.C	260 50	*f*120 50		*f*16 00
Arrowton	Marquette ... M	5 00	35 00		
Arrowwood	Macleod ... Alta	56 00	35 00		
Arthurette	Victoria ... N.B	54 50	42 00		
Arthurville	Bellechasse ... Q	43 00	35 00		
Artland	Battleford ... Sask	93 17	43 00		
*a*Arvilla	Edmonton ... Alta	10 00	4 37		
Asessippi	Marquette ... M	153 90	86 00		6 00
Ash	Halton ... O	79 20	42 00		
*e*Ashby	South Cape Breton ... N.S	*e*			
Ashdad	Renfrew, S.R ... O	71 21	36 50		
Ashdale	Antigonishe ... N.S	7 50	35 00		
Ashfield	Inverness ... N.S	27 93	35 00		
Ashford	Battleford ... Sask	44 10	35 00		
Ashgrove	Halton ... O	122 25	52 00		6 00
Ashland	Carleton ... N.B	18 00	35 00		
Ashley	Grey, N.R ... O	25 00	35 00		
Ashmore	Digby ... N.S	119 00	46 00		
Ashuapmouchouan	Chicoutimi & Saguenay Q	10 00	35 00	3 00	
Ashton Station	Lanark, S.R ... O	95 70	54 00		6 00
Asker	Red Deer ... Alta	92 00	51 00		3 00
Askilton	Inverness ... N.S	15 00	35 00		

(*a*) Opened 15-2-11. (*b*) Opened 1-4-10. (*e*) For Revenue &c. See Appendix C. under Halifax sub-offices. (*f*) Including $17.50 arrears night allowance and $3 arrears rent. (*g*) Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*g*Asor	Battleford ... Sask	135 15	32 08		
Aspdin	Muskoka ... O	139 86	67 00		6 00
Aspen	Guysborough ... N.S	84 00	*c*66 00	3 00	
Aspen Grove	Yale-Cariboo ... B.C	55 95	35 00		
Aspotogan	Lunenburg ... N.S	26 00	*d*45 00		
Assametquaghan	Bonaventure ... Q	34 60	35 00		
Asselstine	Lennox & Addington ... O	45 60	35 00		
Aston Junction	Nicolet ... Q	121 20	52 00	10 00	6 00
Aston Station	Nicolet ... Q	85 40	52 00		3 00
Astorville	Nipissing ... O	96 95	69 00		6 00
Astwood	Mackenzie ... Sask	107 45	48 00	14 00	
Atalanta	Quebec ... Q	41 25	35 00		
Atha	Ontario, S.R ... O	35 00	35 00		
Athalmer	Kootenay ... B.C	234 00	130 00		13 00
Atherton	Norfolk ... O	47 00	35 00		
Athlone	Simcoe, S.R ... O	154 75	63 50		3 00
Athol	Glengarry ... O	128 25	63 00		6 00
Atikokan	Thunder Bay & Rainy River ... O	333 90	*p*188 51		19 00
Atkin	Lambton, E.R ... O	64 00	35 00		
Atkinson	Frontenac ... O	46 75	35 00		
Atlanta	Kings ... N.S	33 25	35 00		
Attercliffe	Lincoln ... O	197 99	118 00		13 00
Attercliffe Station	Haldimand ... O	159 58	80 00	14 00	6 00
Atwell	Macdonald ... M	22 00	35 00		
Atwood's Brook	Shelburne & Queens ... N.S	82 82	36 00		
q Auberivière	Levis ... Q	10 10	35 00		
Aubigny	Provencher ... M	71 15	35 00		
Aubrey	Chateauguay ... Q	187 75	*e*107 00		6 00
Auburn	Queens ... P.E.I	19 50	35 00		
Auburndale	Lunenburg ... N.S	15 00	35 00		
Auburndale	Strathcona ... Alta	28 50	35 00		
Auburnton	Assiniboia ... Sask	13 00	35 00		
Audet	Beauce ... Q	99 90	42 00		
Audley	Ontario, S.R ... O	50 25	35 00		
Audrey	Assiniboia ... Sask	50 20	35 00		
Aughrim	Lambton, E.R ... O	50 00	35 00		
Augsburg	Renfrew, N R ... O	59 20	35 00		
Augustine Cove	Prince ... P.E.I	75 35	*f*49 00		
Auld	Essex, S.R ... O	48 25	35 00		
Auld's Cove	Guysborough ... N.S	3 75	35 00		
Auvergne	Portneuf ... Q	122 35	69 00		6 00
a Autoroad	Prince Albert ... Sask	19 42	11 67		
Avery's Portage	York ... N.B	56 00	37 00		
b Avebury	Prince Albert ... Sask	38 88	32 08		
Avoca	Argenteuil ... Q	136 00	81 00		6 00
Avon	Elgin, E.R ... O	249 50	90 00		6 00
Avon	Megantic ... Q	21 55	35 00		
Avonbank	Perth, S.R ... O	77 70	40 00		
Avondale	Pictou ... N.S	25 00	35 00		
Avondale	Carleton ... N.B	99 58	44 00		
Avondale	Queens ... P.E.I	23 25	35 00		
Avondale Station	Pictou ... N.S	60 50	35 00	1 43	
Avonhurst	Qu'Appelle ... Sask	86 51	45 00		
Avonmore	Kings & Albert ... N.B	41 00	35 00		
Avonport	Kings ... N.S	41 50	35 00		

a Opened 1-12-10. (*b*) Opened 1-5-10. (*c*) Including $15 night allowance. (*d*) Including $10 night allowance. *q* Late Carrier. *g* Opened 1-4-10. *p* Including $20.51 night allowance. *e* Including $16 night allowance. *f* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Avonry	Lambton. W.R. O	21 00	35 00		
Avonton	Perth, S.R. O	125 85	96 00	46 00	6 00
Aweme	Portage la Prairie. M	19 00	35 00		
Axe Lake	Parry Sound. O	36 95	35 00		
Aylsworth	Thunder Bay & Rainy River O	48 50	35 00		
Azilda	Algoma, E.R. O	166 25	66 00		6 00
BACCARO	Shelburne & Queen. N.S.	154 00	77 00		6 00
Back Bay	Charlotte. N.B.	224 16	99 00		6 00
Back Lands	Antigonishe. N.S	9 00	35 00		
Back Shore	Pictou. N.S	15 25	[c]45 00		
Baddeck Bay	Nth. Cape Breton & Victoria N.S	35 00	[h]41 00	8 00	
Baddeck Bridge	North Cape Breton & Victoria. N.S	19 00	35 00		
Baddeck River, North Branch	Nth. Cape Breton & Victoria. N.S	13 00	35 00		
Baddow	Victoria & Haliburton. O	51 55	35 00		
Badger	Provencher M	87 40	[c]50 00		
Badgerdale	Mackenzie Sask	9 00	35 00		
Badjeros	Grey, E.R. O	229 15	90 50		9 50
Bagley	Prince Albert Sask	71 80	35 00	6 00	
[a]Baie d'Argenteuil.	Argenteuil Q	45 00	26 25		
Baie de la Trinité	Chicoutimi & Saguenay Q	34 64	[c]45 00		
Baie des Bacons	Chicoutimi & Saguenay Q	9 30	35 00		
Baie des Rochers	Charlevoix Q	31 48	[f]55 00		
[g]Baie d'Urfe	Jacques Cartier Q	6 00	20 00		
Baie Verte Road	Westmoreland N.B	18 00	35 00		
Baildon	Moosejaw Sask	75 25	35 00		
Baillie	Charlotte. N.B	30 00	35 00	3 00	
Bairdsville	Victoria N.B	60 45	35 00	6 00	
Baker	Kootenay. B.C	77 47	52 00		3 00
Baker Settlement.	Lunenburg N.S	82 70	43 00		
Balaclava	Grey, N.R. O	66 00	35 00		
Balcomo	Yale Caribou B C	205 00	118 00		13 00
Bald Hill	Sunbury & Queens. N.B	20 50	35 00		
Baidoon	Kent, W.R. O	74 00	38 00		
Baldwin	York, N R. O	176 50	78 00		6 00
Baldwin's Mills	Stanstead. Q	241 06	161 50		16 00
Baldwin's Road	Kings P.E.I	15 00	35 00		
Baleine	South Cape Breton. N.S	7 00	35 00		
[b]Balermo	Red Deer Alta	45 50	23 33		
Balfour	Prince Edward O	12 00	[c]45 00		
Balfour	Kootenay. B.C	56 75	35 00		
Balfron	Kings & Albert N.B	12 00	35 00		
Baljennie	Battleford Sask	13 00	35 00		
Ballantrae	York, N.R. O	278 27	120 50		13 00
Ballantyne's Cove	Antigonishe. N S	93 00	37 00		
Ballantyne's Station	Frontenac O	6 00	35 00		
Balla Philip	Kent. N.B	15 00	35 00		
Ballyduff	Durham. O	72 00	35 00		
Ballymote	Middlesex, E R. O	107 25	55 00		6 00
Balmoral	Haldimand O	144 02	[d]91 50		6 00
Balmoral	Restigouche. N.B	121 70	43 00		

[a] Opened 1-7-10. [b] Opened 1-8-10. [c] Including $10 night allowance. [d] Including $25 night allowance. [f] Including $20 night allowance. [g] Summer office. [h] Including $6 night allowance for summer season 1910.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Balmoral	Richmond, N.S	24 67	35 00		
Balmoral Mills	Colchester, N.S	61 00	35 00		
Balmy Beach	York, S.R., O	*e*	*e*		
Balsam	Ontario, S.R., O	167 99	83 00		6 00
Balsam Bay	Selkirk, M	29 80	35 00		
Balsam Grove	Victoria & Haliburton, O	10 75	35 00		
Balsam Hill	Renfrew, S.R., O	27 50	35 00		
Balsam Lake	Victoria & Haliburton, O	30 86	35 00		
Baltic	Prince, P.E.I	46 50	35 00		
Balvenie	Renfrew, S.R., O	19 00	35 00		
Bamberg	Waterloo, N.R., O	105 00	53 00		6 00
Banda	Simcoe, N.R., O	71 25	35 00		
Bangor	Saltcoats, Sask	453 02	*c*144 95		13 00
Bangor	Kings, P.E.I	29 25	35 00		
Bangs Falls	Shelburne & Queen, N.S	46 00	35 00		
Banks	Grey, E.R., O	94 60	48 00		3 00
Banks of Broad Cove	Inverness, N.S	21 00	35 00		
Banner	Oxford, S.R., O	37 85	35 00		
Bannerman	Souris, M	272 85	108 00		00
Banning	Thunder Bay and Rainy River, Ont	*g*15 00			13
Bannon	Carleton, N.B	38 50	35 00		
Barachois	Westmoreland, N.B	40 75	35 00		
Barachois Harbour	North Cape Breton & Victoria, N.S	41 03	35 00		
Barb	Prescott, O	123 25	63 00		6 00
Barbue de St-Césaire	Rouville, Q	33 75	35 00		
Barclay	Simcoe, S.R., O	23 00	35 00		
Barclay Siding	Thunder Bay and Rainy River, O	51 05	35 00		
Bardal	Brandon, M	12 00	35 00		
Bar de Cocagne	Kent, N.B	18 00	35 00		
Bardo	Strathcona, Alta	116 00	76 00		6 00
Bardolph	Lennox & Addington, O	16 75	35 00		
Bardsville	Muskoka, O	45 25	35 00		
Baring	Qu'Appelle, Sask	261 50	*f*109 00		6 00
Bark Lake	Renfrew, S.R., O	25 50	35 00		
Barkway	Muskoka, O	91 28	*b*52 00		
Barnaby River	Northumberland, N.B	384 00	166 00	3 00	19 00
Barnesdale	Parry Sound, O	82 00	64 00	3 00	6 00
Barnesville	Kings & Albert, N.B	127 25	54 00		6 00
a Barney	Medicine Hat, Alta	41 41	16 16		
Barney River Station	Pictou, N.S	46 00	38 00		
Barney's Brook	Hants, N.S	47 00	35 00		
Barney's River	Pictou, N.S	149 64	84 00	12 00	6 00
Barnhart	Thunder Bay and Rainy River, O	124 25	44 00		
Barnhart Vale	Yale-Cariboo, B.C	30 00	35 00		
Barnsley	Macdonald, M	33 40	35 00		
Barnwell	Medicine Hat, Alta	113 50	*d*92 00	3 00	6 00
Baronet	Macleod, Alta	45 70	35 00		
Barra-Glen	North Cape Breton and Victoria, N.S	35 00	35 00		
Barra Head	Richmond, N.S	54 00	35 00		
Barrett	Lennox & Addington, O	13 00	35 00		
Barretville	Essex, S.R., O	29 75	35 00		
Barrhill	Medicine Hat, Alta	139 90	79 00		6 00

a Opened 15-10-10. *b* Including $10 night allowance. *c* Including $17.95 night allowance. *e* For revenue, etc. *See* Appendix C. under Toronto, sub-offices. *f* Including $20 night allowance. *g* Credit supply; re-opened 15-3-11. *d* Including $15 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year).*	Forward Allowance.	Rent Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Barriefield	Frontenac.....O	140 10	142 00		13 00
Barrie Hill	Wellington, S.R.....O	46 00	35 00		
Barrie Island	Algoma, E.R.....O	51 25	35 00		
Barrier Lake	Humboldt.....Sask	61 50	35 00		
Barrière des Caps	Montmorency.....Q	12 00	*h* 47 00		
Barrington	Huntingdon.....Q	133 75	*p*83 00		6 00
Barrington West	Shelburne & Queens.N.S	92 25	35 00		
Barrio's Beach	Antigonishe.....N.S	35 25	35 00		
Bar River	Algoma, W.R.....O	169 89	80 00		6 00
Barr Settlement	Hants.....N.S	9 00	35 00		
Barry's Corner	Lunenburg.....N.S	15 00	35 00		
Barryvale	Renfrew, S.R.....O	59 20	35 00		
Barryville	Northumberland....N.B	25 20	35 00		
Bartholomew	Northumberland....N.B	17 06	35 00		
Bartibog	Northumberland....N.B	14 00	35 00		
Bartibog Bridge	Northumberland....N.B	56 70	35 00		
Bartibogue Station	Northumberland....N.B	28 00	35 00		
Bartlett Mills	Charlotte.....N.B	38 80	35 00		
Bartlettville	Strathcona.....Alta	10 00	35 00		
Barry River	Pontiac.....Q	17 00	35 00		
Barville	Drummond & Arthabaska.....Q	15 50	35 00		
Bas de la Baie	Charlevoix.....Q	18 15	*d*47 00		
Bas de l'Anse	Charlevoix.....Q	22 00	35 00		
Bas de Ste. Rose	Laval.....Q	8 35	35 00		
Bas du Sault	Laval.....Q	15 00	35 00		
Basingstoke	Lincoln.....O	59 40	36 00		
Baskatong	Wright.....Q	152 39	66 50		3 00
Bassin	Chicontimi & Saguenay.Q	46 00	35 00		
Bassin du Lièvre	Labelle.....Q	195 55	47 00		
Basswood Ridge	Charlotte.....N.B	31 80	35 00		
Batchawana	Algoma, W.R.....O	35 00	35 00		
Bates	Macdonald.....M	35 35	35 00		
Bateston	South Cape Breton..N.S	37 45	*g*45 00		
Bathgate	Victoria.....Alta	35 75	35 00		
Batiscan-Station	Champlain.....Q	259 50	120 00		13 00
Batoche	Saskatoon.....Sask	30 00	35 00		
Batteau	Simcoe, N.R.....O	117 50	57 00		6 00
Battersea	Frontenac.....O	365 55	*d*166 00	3 00	19 00
*i*Battle Bend	Red Deer.....Alta	36 65	26 25		
Battle Creek	Moosejaw.....Sask	124 00	60 00		6 00
Battle Lake	Strathcona.....Alta	118 30	36 00		
Battle River	Strathcona.....Alta	32 75	35 00		
*c*Battle Valley	Battleford.....Sask	12 00	23 33		
Battleview	Strathcona.....Alta	38 13	35 00	2 63	
Bavelaw	Saltcoats.....Sask	21 50	35 00		
Baxter	Simcoe, S.R.....O	100 50	44 00		
Baxter's Harbour	Kings.....N.S	30 40	35 00		
Bay du Vin	Northumberland...N.B	229 00	109 00		13 00
Bay du Vin Mills	Northumberland.N.B	20 30	35 00		
Bayard	Labelle.....Q	20 75	*g*45 00		
Bay Centre	Lennox & Addington..O	30 00	35 00		
Bayer Settlement	Halifax.....N.S	13 00	35 00		
Bayfield	Kings.....P.E.I	39 70	35 00		
Bay Fortune	Kings.....P.E.I	32 55	35 00		
Bayham	Elgin, E.R.....O	169 45	*e*107 00		6 00
Bayhead	Colchester.....N.S	49 75	35 00		

b Opened 1-8-10. *c* Opened 1-8-10. *d* Including $12 night allowance. *c* Including $20 night allowance. *g* Including $10 night allowance. *h* Including $12 night allowance. *p* Including $15 night allowance. *i* Opened 1-7-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bayonne	Joliette Q	32 25	35 00		
Bay Road Valley	Nord Cape Breton & Victoria N.S	13 75	35 00		
Bayside	Halifax N.S	25 21	35 00		
Bayside	Hastings, W.R. O	74 50	38 00		
Bayside	Northumberland N.B	62 25	35 00	4 00	
Bayside	Charlotte N.B	43 00	35 00		
Bay St. Lawrence	North Cape Breton& Victoria N.S	69 85	*h*57 00	8 00	
Bayswater	Kings & Albert N.B	41 50	35 00		
Bayswater	Lunenburg. N.S	55 00	*y*45 00		
Bayswater	Carleton O	*f*	*f*		
Bay View	Digby. N.S	44 50	35 00		
Bay View	St. John N.B	24 25	35 00		
Bayview	Queens. P.E.I	48 95	36 50		
Bayview	Grey, N.R. O	64 25	38 50		
Beach Meadows	Shelburne & Queens N.S	81 95	35 00		
Beach Point	Kings P.E.I	89 50	44 00		
i Beachview	Battleford Sask	*i*150 40	27 78		
b Beadle	Moosejaw Sask	58 36	23 33		
Beacon Hill	Colchester N.S	30 00	35 00		
Beaconsfield	Macdonald M	17 46	35 00		
Beaconsfield	Oxford, S.R. O	171 25	95 00		6 00
Beaconsfield	Jacques Cartier Q	99 00	48 00		
Beaconsfield	Victoria N.B	20 00	35 00		
Bearberry	Red Deer Alta	20 68	35 00		
Bear Brook	Russell O	132 75	73 00		6 00
Bear Cave	Muskoka O	72 87	35 00		
Bear Cove, Cheticamp	Digby N.S	32 00	35 00		
Bear Cove	Halifax N.S	7 50	35 00		
Bear Island	York N B	19 00	35 00		
Bear Island	Nipissing O				
Bear Line	Kent, W.R. O	38 25	35 00		
Bear Point	Shelburne & Queens N.S	76 60	47 00		
a Bear River East	Annapolis N.S	28 00	20 41		
Bear River	Kings P.E.I	89 55	45 00		
Beard Creek	Kootenay B.C	36 99	35 00		
Bearn	Pontiac Q	69 00	35 00		
d Beathton	Ontario, S.R. Ont	40 25	26 25		
Beaton Road	Prince P.E.I	29 00	35 00		
Beaton's Mills	Queens P.E.I	62 00	35 00		
Beatrice	Muskoka O	75 50	37 00		
Beatty	Prince Albert Sask	140 75	56 00	3 00	6 00
Beauchamp	Humboldt Sask	60 00	35 00	1 25	
Beaudoin	Megantic Q	13 75	35 00		
Beaudoin Centre	Richmond & Wolfe Q	17 88	35 00		
Beaudoin Street	Hochelaga Que	*j*	*j*		
Beaudryville	Macdonald Man	52 00	35 00		
Beaufort	Carleton N.B	80 92	59 00		6 00
Beaulac	Montcalm Q	16 55	35 00		
Beaulieu	Montmorency Q	187 00	87 00		6 00
Beauly	Antigonishe N.S	11 25	35 00		
Beaumont	Bellechasse Q	114 00	*g*78 00		6 00
Beaumont	Westmoreland N.B	33 75	35 00		
Beaumont	Strathcona Alta	180 56	67 00	*c*3 65	6 00

f For Revenue, see &c., Appendix C, under Ottawa sub offices. *h* Including $16 night allowance. *y* Includind $10 night allowance. *a* Opened 1-9-10. *b* Opened 1-8-10. *c* Including 65 cts. arrears forward allowance. *d* Opened 1-7-10. *g* Including $15 night allowance. *i* Opened 11-6-10; revenue to January 16, 1911. *j* For revenue, &c., see Appendix C, under Montreal sub-offices.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Beauport Est	Quebec Q	29 00	35 00	......	......
h Beaurepaire	Jacques Cartier Q	57 00	29 00	......	......
Beausoleil	Berthier Que	52 25	35 00	......	......
Beauvallon	Victoria Alta	22 40	35 00	......	......
Beauvoir	Vaudreuil Q	28 96	35 00	......	......
Beaver	Huntingdon Q	42 00	35 00	......	......
Beaver	Kootenay B.C	171 65	66 50	......	6 00
Beaver Bank	Halifax N.S	96 82	51 00	10 00	6 00
Beaver Brook	Kings & Albert N.B	21 00	35 00	......	......
Beaver Brook	Colchester N.S	30 00	35 00	......	......
Beaver Brook Station	Northumberland N.B	26 50	35 00	......	......
Beaver Cove	North Cape Breton and Victoria N.S	87 60	35 00	3 00	......
Beaver Creek	Comox Atlin B.C	104 50	61 00	......	6 00
Beaverdale	Grey, E.R O	64 50	35 00	......	......
Beaver Dale	Mackenzie Sask	62 63	35 00	......	......
Beaver Dam	York N.B	24 00	35 00	......	......
Beaverdell	Yale & Cariboo B.C	70 10	35 00	......	......
Beaver Harbour	Halifax N.S	80 90	35 00	......	......
Beaver Hills	Victoria Alta	63 05	49 00	3 00	......
Beaver Lake	Yale & Cariboo B.C	41 25	35 00	......	......
Beaver Lake	Victoria Alta	19 25	35 00	......	......
Beaver Lodge	Edmonton Alta	147 25	35 00	1 20	......
Beaver Meadow	Lambton, W.R. O	55 10	*d*45 00	......	......
Beaver Point	Nanaimo B.C	65 00	35 00	......	......
Beaver River	Digby N.S	176 00	83 50	......	6 00
Beazer	Medicine Hat Alta	41 75	35 00	......	......
Beckenham	Humboldt Sask	123 30	65 50	......	6 00
Beckstead	Dundas O	19 25	35 00	......	......
Beckwith	Cumberland N.S	51 00	35 00	......	......
a Bedard	Labelle Q	44 75	11 67	......	......
Bedell	Carleton N.B	25 90	35 00	......	......
Bedford Mills	Frontenac O	226 15	113 00	......	13 00
Bedford Station	Queens P.E.I	77 35	39 00	16 00	......
Bedford Station	Provencher Man	82 10	35 00	......	......
Beech Grove	Pontiac Q	89 25	35 00	......	......
Beech Hill	Kings & Albert N.B	17 50	35 00	......	......
Beech Hill	Lunenburg N.S	27 05	35 00	......	......
Beech Lane	Norfolk O	15 00	*d*45 00	......	......
Beechmont	North Cape Breton and Victoria N.S	7 85	35 00	......	......
Beechmount	Hastings, W.R O	20 00	35 00	......	......
Beech Ridge	Argenteuil Q	42 00	35 00	......	......
Beechville	Halifax N.S	7 50	35 00	......	......
Beechwood	Carleton N.B	101 50	46 00	......	......
Beersville	Kent N.B	53 25	35 00	......	......
c Beeston	Qu'Appelle Sask	......	2 91	......	......
Beith	Huntingdon Q	134 65	55 00	......	6 00
Bekevar	Qu'Appelle Sask	10 00	35 00	......	......
Bélair	Portneuf Q	46 50	43 50	......	......
Béland	Beauce Q	11 60	35 00	......	......
Bélanger	Moosejaw Sask	28 00	35 00	1 75	......
Belcourt	Macdonald M	43 60	35 00	......	......
Belfast	Huron, W.R O	241 70	124 00	......	13 00
Belisle's Mills	Terrebonne Q	105 00	56 00	......	6 00
Bella Bella	Comox-Atlin B.C	157 05	114 00	......	13 00
Bellamy's	Brockville O	156 00	48 00	......	......
Bellcott	Lanark, S R. Ont	71 80	35 00	......	......
Belle Anse	Gaspé Q	88 80	50 00	......	......
Belle Côte	Inverness N.S	123 85	*b*79 00	......	6 00
Belle Creek	Queens P.E.I	145 10	61 00	......	6 00

a Opened 1-12-10. *b* Including $15 night allowance. *c* Closed 1-5-10. *h* Summer office.
d Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Belledune	Gloucester N.B	151 33	61 00		6 00
Belledune River	Gloucester N.B	53 50	35 00		
Bellefleur	Victoria N.B	58 50	47 00		
Bellefontaine	Antigonishe N.S	33 65	35 00		
Bellegarde	Assiniboia Sask	35 00	35 00		
Belleisle	Annapolis N.S	88 40	56 00		6 00
Belleisle Bay	Kings & Albert N.B	41 00	35 00		
Belleisle Creek	Kings & Albert N.B	266 00	150 00	12 00	13 00
Belle Marche	Inverness N.S	48 25	35 00		
Bellenden	Sunbury & Queens N.B	16 50	35 00		
Belle Rivière	Two Mountains Q	129 50	63 00		6 00
Belle Vallée	St. Johns & Iberville Q	26 00	*d*45 00		
Bellevue	Queens P.E.I	48 30	35 00		
Belleview	Brandon M	217 50	115 00		13 00
Belleville	Carleton N.B	5 00	35 00		
Belleville	Yarmouth N.S	201 00	*i*97 00	18 00	6 00
Bell Ewart	Simcoe, S.R. O	229 00	130 00		13 00
*a*Bellefields	Moosejaw Sask	68 00	26 25		
Bellhampton	Dauphin Man	36 00	35 00		
Bellingham	Algoma, E.R. O	34 35	*d*45 00		
Belliveaux Cove	Digby N.S	253 10	129 00		13 00
Belliveaux Village	Westmoreland N.B	21 00	35 00		
*b*Bell Mills	Kent N.B	15 00	29 16		
Bell Mount	Pontiac Q	75 66	44 00		
*c*Belloni	South Cape Breton N.S	1 70	20 63		
Bell Rapids	Hastings, W.R O	22 50	35 00		
Bellrock	Frontenac O	81 05	48 00		
Bellshill	Strathcona Alta	67 00	36 00		
Bellview	Hastings, W.R. O	218 60	118 00		13 00
Belmeade	Russell O	43 00	35 00		
Belmina	Richmond & Wolfe Q	43 50	35 00		
Belmont	Prince P.E.I.	28 55	35 00		
Belmore	Bruce, S.R. O	238 70	132 00		13 00
Belton	Middlesex E.R. O	110 20	63 00		6 00
Belvedere	Edmonton Alta	193 25	99 00	70 00	6 00
Belyea's Cove	Sunbury & Queens N.B	31 50	35 00	3 00	
Benacadie	North Cape Breton & Victoria N.S	40 55	35 00		
Benacadie Pond	NorthCape Breton & Victoria N.S	17 30	35 00		
Ben Allen	Grey, N.R O	32 00	35 00		
f Benbecula	Qu'Appelle Sask		17 50		
Benchonzie	Humboldt Sask	38 00	59 50		3 00
Bendale	York, C.R O	42 00	35 00		
e Ben Eoin	South Cape Breton N.S	17 25	35 00		
Bender Hamlet	Dauphin Man	22 60	35 00	10 25	
Benjamin's Mills	Hants N.S	41 00	53 00		6 00
Benjamin River	Restigouche N.B	108 84	94 00		6 00
h Ben Lake	Victoria Alta	26 56	33 45		
Ben Lomond	St. John N.B	38 00	35 00		
Bennett	Mégantic Q	24 20	35 00		
*c*Bennie Corners	Lanark, N.R. Ont	36 00	23 33		
Bennington	Oxford, N.R O	75 70	39 00		
Benoit	Russell O	29 75	35 00		
Bensfort	Peterborough, W.R. O	108 05	55 00	3 00	3 00
Benson	Assiniboia Sask	38 50	35 00		
g Bentinck	Grey, S.R. Ont	17 75	7 41		

a Opened, 1-7-10. *b* Opened, 1-6-10. *c* Opened, 1–8–10. *d* Including $10 night allowance. *e* Closed, 2-11-10. *f* Closed, 1-10-10. *g* Opened, 13-1-11. *i* Including $12, night allowance. *h* Closed 15-3-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bentpath	Lambton, W.R. O	42 00	*e*45 00		
Bent River	Muskoka. O	59 25	35 00		
Beranger	Missisquoi Q	25 50	35 00		
Berens River	Selkirk M	20 50	35 00		
Beresford	Gloucester N.B	104 50	52 00		6 00
Beresina	Saltcoats Sask	15 00	35 00		
Bergen	Red Deer Alta	71 95	47 00		
Bergland	Thunder Bay & R. River O	244 75	104 00		13 00
Bernice	Souris Man	39 00	35 00		
Bernadette	Lévis Q	14 50	35 00		
Bernard	Moosejaw Sask	71 25	35 00		
Bernier	Megantic Q	8 75	35 00		
Berriedale	Parry Sound O	176 53	89 00		6 00
Berry Hill	Colchester N.S	15 00	35 00		
Berry Creek	Medicine Hat Alta	214 19	35 00		
Berry Mill Station	Westmoreland N.B	113 97	76 00		6 00
Berryland	Perth, S.R. O	51 80	35 00		
*b*Berrymoor	Strathcona Alta	59 47	13 22		
Berryton	Kings & Albert N.B	8 00	35 00		
Berryton	Leeds O	33 25	35 00		
Bersimis	Chicontimi & Saguenay Q	123 52	*d*84 50	*d*95 00	
Bertdale	Humboldt Sask	26 25	41 00		
Berthaville	Nipissing O	35 00	35 00		
Berthelot	Montmorency Q	26 25	35 00		
Berthier Junction	Berthier Q	64 50	35 00	10 00	
Berton	Portage la Prairie M	162 50	59 00		6 00
Bertrand	Gloucester N.B	65 75	35 00	3 00	
*a*Bérubé	Montmorency Q	32 50	26 25		
Berwick West	Kings N.S	10 00	35 00		
Bestville	Humboldt Sask	*i*9 00			
Bethany	Shefford Q	61 60	35 00		
Bethany	Marquette M	154 00	81 00		6 00
Bethel	Shefford Q	52 50	51 00		6 00
Bethel	Prince Edward O	66 00	35 00		
Bethel Grove	Northumberland, W.R. O	28 00	35 00		
Bethesda	York N.R. O	170 00	90 00		6 00
Beulah	Kings & Albert N.B	33 21	35 00		
Beverley	Brandon Man	52 10	35 00		
Beverley Station	Moosejaw Sask	315 72	35 00	*g*3 25	
Bewdley	Northumberland, W.R., O	93 75	59 00		6 00
Bexhill	Victoria Alta	15 50	35 00		
Bexley	Victoria & Haliburton O	175 19	66 00	6 00	6 00
Bickford	Lambton, W.R. O	107 50	68 00		6 00
Big Bank	North Cape Breton & Victoria N.S	29 40	35 00		
Big Bar Creek	Yale-Cariboo B.C	48 75	35 00		
Big Beach	North Cape Breton & Victoria N.S	10 36	35 00		
Big Brook	Inverness N.S	6 00	35 00		
Big Cove	Sunbury & Queens N.B	22 00	35 00		
Big Creek	Yale-Cariboo B.C	35 40	35 00		
Bigford	Moosejaw Sask	70 45	35 00		
*c*Big Eddy	Kootenay B.C	167 25	*h*115 10		*h*14 00
Big Fork	Thunder Bay and Rainy River O	128 37	63 00		6 00

a Opened 1-7-10. *b* Opened, 15-11-10. *c* Closed 19-7-10. *d* Including $40 special salary and $90 forward allowance for winter 1910. *e* Including $10, night allowance. *g* Including 25 cts. arrears forward allowance. *h* Including $47.50 arrears of salary and $6.50 arrears of rent. *i* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Biggar Ridge	Carleton, N.B	41 50	41 00		
Big Glen	South Cape Breton, N.S	20 80	*e* 45 00		
Big Harbour	North Cape Breton & Victoria, N.S	9 00	35 00		
Big Harbour Island	Inverness, N.S	15 00	35 00		
Big Hill	North Cape Breton & Victoria, N.S	15 00	*f* 41 00		
Big Intervale (Cape North)	North Cape Breton & Victoria, N.S	26 00	35 00		
Big Intervale (Margaree)	Inverness, N.S	13 60	35 00		
Big Island	Picton, N.S	35 00	35 00		
Big Island	Prince Edward, O	78 75	35 00		
Big Lake	Algoma, E.R., O	65 31	36 00		
Big Loraine	South Cape Breton, N.S	39 50	35 00		
Big Marsh	Antigonishe, N.S	20 00	35 00		
Big Point	Kent, W.R., O	72 00	35 00		
Big Pond	South Cape Breton, N.S	56 55	35 00	7 00	
Big Pond Centre	South Cape Breton, N.S	37 50	35 00		
Big Port L'Hébert	Shelburne & Queens, N.S	15 00	35 00		
Big Prairie	Calgary, Alta	43 20	35 00		
*q*Big Quill	Humboldt, Sask	28 48	20 41		
Big Ridge	South Cape Breton, N.S	36 00	35 00		
Big Ridge South	South Cape Breton, N.S	24 00	35 00		
*a*Big Stone	Medicine Hat, Alta	20 00	2 91		
Big Tracadie	Antigonishe, N.S	187 50	98 00	12 00	6 00
Big Valley	Red Deer, Alta	126 90	40 00		
Bingham Road	Haldimand, O	23 27	*c*45 00		
*b*Bingley	Red Deer, Alta	21 27	13 22		
Binkham	Wellington, S.R., O	22 00	35 00		
Birch Brook	Picton, N.S	37 85	35 00		
Birch Cliff	York, C. R., O	168 27	71 00		6 00
Birch Creek	Humboldt, Sask	11 50	35 00		
Birch Grove	South Cape Breton, N.S	15 00	35 00		
Birch Ridge	Victoria, N.B	51 00	35 00		
*e*Birch River	Dauphin, Man	74 30	8 75		
Birch Siding	Kent, N.B	26 50	35 00		
Birchtown	Shelburne & Queens, N.S	85 25	37 00		
Birchwood	Cumberland, N.S	46 00	35 00		
Birdell	Grey, E.R., O	173 30	91 00		6 00
Bird's Creek	Hastings, W.R., O	163 55	69 75	28 50	6 00
Birdsalls	Peterborough, E.R., O	68 96	42 00		
Birdton	York, N.B	23 00	35 00		
Birdview	Saskatoon, Sask	59 32	44 00		
Birkendale	Muskoka, O	219 20	98 00		6 00
Birnam	Lambton, E.R., O	114 25	45 00		
Birr	Middlesex, E.R., O	167 00	81 00	5 00	6 00
Bishop Mountain	Kings, N.S	13 75	35 00		
*d*Bishopville	Kings, N.S	4 48	26 53		
Bismark	Red Deer, Alta	46 00	35 00		
*g*Bison	Battleford, Sask	6 00	26 25	1 50	
Bissett Creek	Nipissing, O	62 73	48 00		
Bissonnette	Montcalm, Q	50 00	*i*52 00		
Black Avon	Antigonishe, N.S	26 25	35 00		
Black Bank	Dufferin, O	32 20	35 00		
Black Brook	North Cape Breton and Victoria, N.S	25 00	35 00		

a Opened 1-3-11. *b* Opened 15-11-10. *c* Opened 1-1-11. *d* Closed 3-10-10; re-opened 1-1-11. *e* Including $10 ight allowance. *f* Including $6 night allowance for summer season 1910. *g* Closed 1-1-11. *i* Including $15 night allowance. *q* Re-opened 1-9-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries, and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowauce.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Blackburn	Russell O	33 50	35 00		
Blackburn Mine	Wright Q	48 00	35 00		
Black Creek	Welland O	99 00	73 00		6 00
Black Diamond	Macleod Alta	191 80	105 00		13 00
Black Donald	Renfrew, S.R. O	10 00	35 00		
Blackett's Lake	South Cape Breton N.S	10 00	35 00		
Blackfoot	Victoria Alta	102 90	*j*56 00		
Black Hawk	Thunder Bay and Rainy River Ont	207 00	95 00		6 00
Black Heath	Wentworth O	217 66	109 00		13 00
*e*Black Hills	Yukon	38 00	23 33		
Black Land	Restigouche N.B	116 51	38 00		
Black Pines	Yale-Cariboo B.C	57 75	35 00		
Black Point	Restigouche N.B	86 50	53 00		3 00
Black Point	Halifax N.S	204 08	*h*93 00		6 00
Black Point	Shelburne & Queens N.S	43 50	35 00		
*f*Black Pool	Yale-Cariboo B.C	34 26	29 16		
Black River	Northumberland N.B	26 30	35 00		
Black River	St. John N.B	54 40	35 00		
Black River Bridge	Prince Edward O	67 10	35 00		
Black River Bridge	Northumberland N.B	74 00	42 00		
Black River Depot	Pontiac Q	84 25	41 50		
Black Rock	Cumberland N.S	4 00	35 00		
Black Rock	Gloucester N.B	15 00	35 00		
Black Rock	North Cape Breton and Victoria N.S	23 00	35 00		
Black's Corners	Dufferin O	100 33	35 00		
Black's Harbour	Charlotte N.B	417 36	221 00		25 00
Black Spring Ridge	Medicine Hat Alta	30 65	35 00		
Blackstone	Inverness N.S	50 05	35 00		
Blackstone Lake	Parry Sound O	87 00	35 00		
Blackwater	Ontario, N.R. O	134 85	76 00	22 00	6 00
Blackwell	Lambton, W.R. O	30 70	35 00		
Blackwood	Saltcoats Sask	71 31	35 00		
Blaine Lake	Prince Albert Sask	28 00	35 00		
Blair	Sunbury & Queens N.B	145 00	74 00		6 00
Blair Athol	Restigouche N.B	49 00	35 00		
Blairhampton	Victoria & Haliburton O	15 00	35 00		
Blairton	Peterborough, E.R. O	59 00	36 50		
*b*Blairville	Moosejaw Sask	21 20	5 83		
Blais	Beauce Q	20 14	35 00		
Blake	Huron, S.R. O	105 93	72 00		6 00
Blakely	Sunbury & Queens N.B	12 00	35 00		
Blanchard Road	Pictou N.S	10 00	35 00		
Blanchard Settlement	Gloucester N.B	23 50	35 00		
Blanche	Labelle Q	107 50	*c*65 50		3 00
Blanche	Shelburne & Queens N.S	42 75	35 00		
Blanchet	Lévis Q	84 02	42 00		
Blandford	Drum'nd & Arthabaska Q	102 50	47 00	6 00	
Blandford Station	Oxford, N.R. O	95 75	38 00		
Blaney Ridge	York N.B	26 25	35 00		
Blantyre	Grey, E.R. O	140 75	75 00		6 00
Blayney	Norfolk O	58 00	37 50		
Bleriot	Beauce Q	140 50	38 00		
Blessington	Hastings, E.R. O	90 00	40 00		
Blissfield	Northumberland N.B	113 96	54 00		6 00
Blissville	Sunbury & Queens N.B	13 90	35 00		

e Opened 1-8-10. *f* Opened 1-6-10. *h* Including $10 night allowance. *b* Opened 1-2-11.
c Including $15 night allowance. *j* Including $20 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Block House	Lunenburg N.S	136 75	84 00	4 75	6 00
Blomidon	Kings N.S	28 30	35 00		
Blondheim	Strathcona Alta	24 00	35 00		
Bloomfield	Prince P.E.I	36 00	35 00		
Bloomfield	Digby N.S	43 00	35 00		
Bloomfield Ridge	York N.B	35 00	35 00		
Bloomfield Station	Prince P.E.I	203 15	*d* 142 00	18 00	13 00
Bloomingdale	Waterloo, N.R. O	164 00	81 00		6 00
Blooming Point	Queens P.E.I	19 50	35 00		
Blooming Point North	Queens P.E.I	18 00	35 00		
Bloomington	Annapolis N.S	31 20	35 00		
Bloomington	York, N.R O	100 00	40 00		
Bloomsburg	Norfolk O	120 00	60 00		6 00
Blount	Dufferin O	27 00	35 00		
Blouin	Lévis Q	18 00	35 00		
Blucher Hall	Yale-Cariboo B.C	32 75	35 00		
Blue Bell	Victoria N.B	45 00	35 00		
a Blueberry Creek	Kootenay B.C	56 33	32 08		
Blue Cove	Gloucester N.B	44 55	35 00		
Blue Church Road	Grenville O	18 00	35 00		
Blue Hill	Moosejaw Sask	77 80	46 00		
Blue Lake	Brant O	211 50	100 00		13 00
Blue Mountain	Pictou N.S	110 00	50 00	3 00	
Blue Mountain Bend	Victoria N.B	16 25	35 00		
Blue Rock	Lunenburg N.S	60 00	35 00		
Blue Sea Corner	Cumberland N.S	31 25	35 00		
Blue Sea Lake	Wright Q	161 36	85 00	*j*3 63	6 00
Blue's Mill	Inverness N.S	27 00	35 00		
Bluff Centre	Red Deer Alta	85 00	37 00	4 22	
n Bluff Creek	Dauphin Man	43 51	29 16		
Blythfield	Macdonald M	25 00	35 00		
Boakview	Parry Sound O	58 67	35 00		
Bocabec	Charlotte N.B	75 95	50 00		6 00
Bocabec Cove	Charlotte N.B	55 70	35 00		
Bogart	Hastings, E.R O	100 70	48 00	3 00	
Bog End	Humboldt Sask	45 25	35 00		
Boharm	Moosejaw Sask	373 10	146 00		13 00
Boilard	Megantic Que	24 83	35 00		
Boileau	Labelle Q	78 00	39 50	5 00	
Bois Blanc	Maskinongé Q	66 50	42 50		
Boisbriand	Chateauguay Q	54 00	35 00		
Boisdale	North Cape Breton and Victoria N.S	87 20	42 00	3 00	
Bois de Filion	Terrebonne Q	5 00	35 00		
Bois Franc	Wright Q	63 05	35 00		
Bois des Hurons	Lotbinière Q	28 00	*k* 47 00		
Boishebert	Gloucester N.B	33 00	35 00		
Boissonneault	Megantic Q	41 50	35 00		
Boivin	Beauce Q	12 00	35 00		
Boldenhurst	Moose Jaw Sask	127 05	35 00		
f Bolduc's Siding	Compton Q	37 85	26 25		
b Bolger Bridge	Parry Sound O	10 00	27 00		
Bolingbroke	Lanark, S.R O	33 50	35 00		
Bolsover	Victoria & Haliburton O	197 21	97 00		6 00
Bolton Forest	Brome Q	24 00	35 00		
Bolton Glen	Brome Q	60 00	35 00		
Bomanton	Northumberland, W.R. O	27 00	35 00		

a Opened 1-5-10. *b* Opened 1-8-10: Summer office. *d* Including $25 night allowance. *n* Opened 1-6-10. *f* Closed 1-1-11. *j* Including 63 cts. arrears forward allowance. *k* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bon Accord	Victoria N.B	45 00	35 00		
Bon Accord	Edmonton Alta	71 50	35 00		
Bonaventure East	Bonaventure Q	110 00	63 00		6 00
Bonaventure Island	Gaspé Q	25 25	35 00		
Bon Désir	Chicoutimi & Saguenay Q	28 25	*g*45 00		
c Bone Creek	Moosejaw Sask	42 83	14 58		
e Bon Echo	Frontenac O	44 75	28 00		
Bond	Mackenzie Sask	81 29	35 00		
Bondville	Brome Q	170 97	*h*112 00		6 00
Bonheur	Thunder Bay and Rainy River O	91 00	64 00		3 00
Boninville	Algoma, E.R O	94 66	39 00		
Bongard's Corners	Prince Edward O	58 00	35 00		
Bonnechère	Renfrew, S.R. O	55 70	35 00		
Bonne Espérance	Chicoutimi & Saguenay Q	12 50	*i*45 00	*i*10 00	
Bonney River Station	Charlotte N.B	206 35	98 50	8 00	9 50
Bonnie Doon	Macdonald M	21 00	35 00		
Bonnie Glen	Strathcona Alta	92 60	67 00	10 00	6 00
Bonnie View	Moosejaw Sask	24 50	35 00	1 51	
Bonnyville	Victoria Alta	45 69	35 00		
Bon Secours	Kent N.B	30 25	35 00		
Bonshaw	Queens P.E.I	152 40	79 00	1 50	6 00
Bonville	Stormont O	84 20	35 00		
d Bonvouloir	Moosejaw Sask	24 58	23 33		
Bonwell	Queens P.E.I	21 75	35 00		
Bookton	Norfolk O	213 95	87 00		6 00
Boom Road	Northumberland N.B	113 00	57 00		6 00
Booth	Pontiac Q	80 00	56 00		6 00
Boothville	Grey, S.R O	78 25	45 00		
Bord à Plouffe	Laval Q	187 26	75 00	3 00	6 00
Bordeaux	Laval Q	268 00	129 00		13 00
Bord à Plouffe Ouest	Laval Q	10 25	35 00		
Bord de l'Eau	Portneuf Q	18 52	35 00		
a Borradaile	Victoria Alta	15 00	30 67		
Borromée	Russell O	19 34	35 00		
Borszezow	Victoria Alta	11 44	35 00		
Boscobel	Shefford Q	62 75	35 00		
Boscurvis	Assiniboia Sask	53 50	35 00		
Boskung	Victoria & Haliburton O	26 75	35 00		
Bosse	Victoria N.B	13 20	35 00		
Boston Mills	Peel O	34 40	35 00		
Bosworth	Wellington, N.R O	42 25	35 00		
Boswell	Kootenay B.C	86 15	35 00		
Botany	Sask	*k*9 00			
Bothwell	Kings P.E.I	45 15	34 94		
Bothwell Corners	Grey, N.R O	30 55	35 00		
Botreaux	Chateauguay Q	5 00	35 00		
Bottrel	Calgary Alta	156 18	35 00		
p Botwright	Battleford Sask		9 51		
Botsford Portage	Westmoreland N.B	30 70	35 00		
Boucherville	Thunder Bay & Rainy River O	53 00	35 00		
Bouck's Hill	Dundas O	180 38	85 00	10 00	6 00
Boudreau	Westmoreland N.B	28 50	35 00		
Boudreau Corners	Compton Q	24 00	35 00		

c Opened 1-11-10. *d* Opened 1-8-10. *e* Summer office. *g* Including $10 night allowance. *h* Including $16 night allowance. *i* Including $10 night allowance and $10 forward allowance for summer 1910. *a* Opened 15-5-10. *p* Closed 8-7-10. *k* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Boudreau Village	Westmoreland, N.B	44 75	35 00		
Bougainville	Gaspé, Q	27 00	35 00		
Boughton Island	Kings, P.E.I	11 00	35 00		
Boulardarie	North Cape Breton & Victoria, N.S	38 25	35 00	4 00	
Boulardarie Centre	North Cape Breton & Victoria, N.S	31 50	35 00		
Boulardarie East	North Cape Breton & Victoria, N S	29 25	35 00		
Boulardarie West	North Cape Breton & Victoria, N.S	31 00	35 00		
Boulevard St. Paul	Jacques Cartier, Q	*g*	*g*		
b Boulogne	Drum'nd & Arthabaska, Q	26 00	14 58		
Boulter	Hastings, E.R, O	102 50	53 00		6 00
Boundary Creek	Medicine Hat, Alta	30 28	35 00		
Boundary Creek	Westmoreland, N.B	248 25	97 00	8 00	6 00
Boundary, Presqu'Ile	Carleton, N.B	18 00	35 00		
Bourbon	Drum'nd & Arthabaska, Q	8 75	35 00		
Bourdeau	Parry Sound, O	28 00	35 00		
Bourgeois	Kent, N.B	35 00	35 00		
Bourg Louis	Portneuf, Q	69 00	38 00		
*e*Bourg Royal	Quebec, Q	12 00	8 75		
e Bourlamaque	Sherbrooke, Q	45 00	*h*39 00		
Bournival	Three Rivers & St. Maurice, Q	10 00	35 00		
Bout de l'Isle	Laval, Q	31 00	35 00		
Bout du Monde	Maskinongé, Q	30 00	35 00		
Boutilier Point	Halifax, N.S	103 00	*j*46 00		
f Bouvier	Prince Albert, Sask	37 00	2 91		
*c*Boutin	Prince Albert, Sask	20 25	24 25		
Bowell	Leeds, O	23 00	35 00		
Bowesville	Russell, O	113 50	77 00		6 00
Bowling Green	Dufferin, O	134 50	66 00		6 00
Bown	Compton, Q	38 54	35 00		
Bowood	Middlesex, N.R, O	56 50	35 00		
Bowser Station	Halifax, N.S	22 50	*r*47 00		
*a*Bow Valley	Macleod, Alta	28 00	17 50		
Box Alder	Thunder Bay & Rainy River, O	33 50	35 00		
*s*Boxall	Elgin, W.R, O		5 10		
Box Grove	York, C.R, O	78 75	39 00		
Boyd	Renfrew, N.R, O	70 50	37 50		
Boyd's	Antigonishe, N.S	19 00	35 00		
Boyd Settlement	Huntingdon, Que	21 00	35 00		
Boyer	Bellechasse, Q	62 00	35 00		
Boyle	Lincoln, O	34 00	35 00		
Boyne	Halton, O	35 75	35 00		
Boyne Lake	Victoria, Alta	43 27	35 00		
Boynton	Stanstead, Q	200 25	95 00	10 00	6 00
Bracken	Megantic, Q	14 80	35 00		
Brackenrig	Muskoka, O	39 83	35 00		
Brackley Beach	Queens, P.E.I	68 00	35 00		
Brackley Point	Queens, P.E.I	21 05	35 00		
Brackley Point Road	Queens, P.E.I	11 00	35 00		
Bradford	Prince, P.E.I	30 55	*j* 45 00		

b Reopened 1-11-10. *c* Opened 22-7-10. *e* Opened 1-1-11. *f* Opened 1-3-11. *g* For revenue, &c., see Appendix C. under Montreal sub offices. *h* Including $16 for summer 1909. *j* Including $10 night allowance. *a* Opened 1-10-10. *s* Closed 23rd 5-10. *r* Including $12 night allowance. *j* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bradley	Bruce, S.R O	23 00	35 00		
Bradley Creek	Prescott O	21 00	35 00		
Bradore Bay	Chicoutimi & Saguenay Q	11 25	35 00		
Bradshaw	Lambton, W.R O	82 50	46 00		
Brae	Prince P.E.I	51 00	54 00		6 00
Brae Harbour	Prince P.E.I	25 70	35 00		
Braemar	Oxford, N.R O	160 48	79 50		6 00
Braenut	Carleton N.B	12 30	35 00		
Braie Lake	Parry Sound O	12 00	35 00		
Branch La Have	Lunenburg N.S	42 00	35 00		
Brancepeth	Prince Albert Sask	96 37	37 00		
Branchton	Waterloo, S.R O	397 44	129 00		13 00
Brandon Hills	Brandon M	38 75	35 00		
Brandy Creek	Norfolk O	41 48	35 00		
Bransfield	Northumberland N.B	47 50	35 00		
Brantville	Northumberland N.B	24 40	35 00		
Brass Hill	Shelburne & Queens N.S	112 85	54 00		6 00
Bratt Lake	Regina Sask	42 25	35 00		
Bratton	Moosejaw Sask	39 00	35 00		
Bray's Crossing	Russell O	26 25	35 60		
Brazil Lake	Yarmouth N.S	96 60	52 50	3 00	3 00
Breadalbane	Glengarry O	20 00	35 00		
Breault Mill	Nicolet Q	37 40	35 00		
Breau Village	Kent N B	96 00	35 00		
Brèche à Manon	Gaspé Q	62 75	*d*50 00		
Brechin	Nanaimo B.C	55 00	42 00		
*b*Breckenridge Landing	Comox-Atlin B.C	42 50	32 08		
Bredenbury	Saltcoats Sask	161 05	69 00		6 00
Brentha	Nipissing O	48 59	35 00		
Brenton	Yarmouth N.S	35 00	35 00		
Brentwood	Simcoe, N.R. O	115 00	65 00		6 00
Brentwood	Colchester N.S	53 00	37 00		
Brewer's Mills	Frontenac O	137 00	78 00		6 00
Brewer's Mills	York N.B	24 80	35 00		
Brewster	Huron, S.R O	33 25	35 00		
Brewesterville	Danphin Man	32 62	35 00		
Brice Hill	Grey, E.R O	25 35	35 00		
a Brickburn	Calgary Alta	52 89	21 97		
Brickley	Northumberland, E.R O	95 75	40 00		
Brickton	Annapolis N.S	158 50	84 00		6 00
Bridesville	Yale-Cariboo B.C	186 14	104 00	6 00	13 00
Bridge Creek	Portage la Prairie M	15 40	35 00		
Bridgedale	Kings & Albert N.B	48 75	35 00		
Bridge End	Glengarry O	100 96	47 00		
Bridgeport	Waterloo, N.R O	251 86	134 00		13 00
Bridgeville	Gaspé Q	85 25	42 50		
Bridgeview	Carleton O	99 84	47 00		
Briercrest	Moosejaw Sask	162 85	*g*85 00		6 00
Brierwood	Brandon M	22 00	35 00		
Brigg's Corner	Sunbury & Queens N.B	39 25	35 00		
Brigham	Brome Q	308 41	141 00		13 00
Bright Bank	Edmonton Alta	42 90	35 00		
Brighton	Digby N.S	183 95	84 00		6 00
Brightholme	Prince Albert Sask	14 25	35 00		
Brightside	Lanark, N.R. O	36 35	35 00		
Brightview	Strathcona Alta	74 90	35 00		
Brightwater	Yale-Cariboo B.C	190 00	*c*81 00		6 00

a Opened 15-8-10. *b* 1-5-10. *d* Including $15 night allowance. *g* Including $15 night allowance. *c* Including $4 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Briley's Brook	Antigonishe........N.S	17 50	35 00		
Brilliant	Kootenay..........B.C	262 25	*h*160 00		*h*16 00
a Brills	Brome.........Que	40 00	27 50		
c Brillon	Rouville.........Que	5 00	2 91		
Brinkman's Corners	Bruce, N.R...........O	33 00	35 00		
Brisbane	Wellington, S.R.....O	49 00	35 00	5 00	
Brisco	Kootenay.........B.C	91 55	45 00		
Brisson	Russell...............O	46 25	35 00		
Bristol	Kings.........P.E.I	172 95	88 00		6 00
Bristol Mines	Pontiac...............Q	93 31	52 00		6 00
Bristol Ridge	Pontiac...............Q	81 50	41 00		
b Britain	Red Deer.........Alta	18 50	26 25		
Britainville	Algoma, E.R..........O	29 00	35 00		
Britannia	Peel..................O	89 94	41 00		
Britannia Bay	Carleton..............O	286 89	140 00		13 00
Britannia Mills	Bagot..............Q	48 25	35 00		
Britcola	Vancouver City.....B.C	210 75	81 00		6 00
Brithdir	Humboldt.........Sask	23 00	35 00		
Briton Cove	North Cape Breton and Victoria..........N.S	61 45	36 00		
Britonville	Terrebonne...........Q	20 00	35 00	3 00	
Britton	Perth, N.R..........O	144 25	80 00		6 00
Broadbent	Parry Sound.......O	81 70	37 00		
Broad Cove (Lunenburg)	Lunenburg..........N.S	60 25	51 00		6 00
Broad Cove Chapel	Inverness.........N.S	32 30	*d*47 00	3 00	
Broad Cove Marsh	Inverness..........N.S	12 00	*e*45 00		
Broadlands	Bonaventure..........Q	73 90	35 00	3 00	
b Broad Valley	Dauphin.............M	40 50	35 00		
Broadway	Pictou.............N.S	27 00	35 00		
Brodeur	Rouville...........Q	26 25	35 00		
Brockett	Macleod...........Alta	210 80	*b*84 00		6 00
Brocking	Humboldt.........Sask	47 10	35 00		
Brock Road	Ontario, S.R..........O	55 70	35 00		
Brockton	Prince.........P.E.I	19 00	35 00		
Brocksden	Perth, N.R.........O	37 50	35 00		
Brockway	York...............N.B	71 31	35 00		
Brodie	Glengarry............O	66 00	36 50		
Brokenhead	Selkirk..............M	42 75	35 00		
Brombury	Humboldt..........Sask	70 60	43 00	2 50	
Brome Centre	Brome................Q	60 20	*d*47 00		
q Bromley	Renfrew, N.R.........O	14 03	28 00		
Bromley Line	Renfrew, N.R.........O	125 27	72 00		6 00
Brompton	Richmond & Wolfe....Q	20 50	35 00		
Bronson	Hastings, E.R.........O	40 00	35 00		
Brookbury	Compton..............Q	40 75	35 00		
Brookdale	Cumberland.......N.S	26 50	35 00		
Brookdale	Labelle...............Q	124 15	74 00		6 00
Brooke	Lanark, S.R..........O	76 26	39 00		
Brookfield	Queens.........P.E.I	90 00	44 00		
Brookfield Mines	Shelburne & Queens.N.S	64 85	*p*78 00		3 00
Brookfield Station	Welland..............O	257 65	146 00		13 00
Brookland	Pictou..............N.S	35 30	35 00		
Brooklet	Huntingdon..........Q	69 00	35 00		
Brooklyn	Kings.............P.E.I	36 25	35 00		
Brooklyn	Yarmouth..........N.S	77 00	35 00		
Brooklyn Corner	Kings..............N.S	117 70	71 00		6 00

a Opened 18-6-10. *c* Opened 1-3-11. *d* Including $12 night allowance. *e* Including $10 night allowance *h* Including $25 arrears salary allowance and $3 arrears rent allowance. *p* Including $25 night allowance. *q* Closed 18-1-11. *b* Including $15 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Brooklyn Road	Westmoreland N.B	25 00	35 00		
Brookside	Northumberland, W.R. O	68 75	35 00		
Brookside	Qu'Appelle Sask	53 70	35 00		
Brooksley	Red Deer Alta	38 75	35 00		
Brookton	Kings & Albert N.B	8 00	35 00		
Brookvale	Sunbury & Queens N.B	35 75	35 00		
Brookvale	Halifax N.S	60 75	35 00		
Brook Village	Inverness N.S	143 90	*e*81 00	8 00	6 00
Brooks Village Rear	Inverness N.S	30 00	35 00		
Brookville	Pictou N.S	12 00	35 00		
Brookville	Carleton N.B	13 00	35 00		
Brookville Station	St. John N.B	347 25	160 00		19 00
Broomhill	Souris M	92 00	35 00		
Brophy's	Antigonishe N.S	7 75			
Brosseau	Victoria Alta	102 86	75 00	27 00	6 00
Brosseau Station	Laprairie & Napierville Q	38 25	35 00		
Brotherston	Perth, N.R O	85 50	37 00		
Broughdale	Middlesex, E.R O	267 50	35 00		
Brouse	Kootenay B.C	56 07	35 00		
Brouseville	Grenville O	91 98	53 00		6 00
Brown	Lisgar M	83 50	35 00		
Brown Hill	York, N.R O	141 42	101 00	3 00	13 00
Brown Hill	Stanstead Q	44 50	35 00		
a Browning	Assa Sask	15 00	5 83		
Brownleigh Place	Drummond & Artha'ka Q	39 00	35 00		
Brown's Brook	Cumberland N.S	31 25	35 00		
Brown's Corners	York, C.R O	78 98	38 50		
Brown's Flats	Kings & Albert N.B	199 10	80 00		6 00
Browns Gore	Argenteuil Q	25 00	35 00		
Brown's Mountain	Antigonishe N.S	4 00	35 00		
Brownsville	Pictou N.S	36 00	35 00		
Brownsville	Kings & Albert N.B	36 55	35 00	16 00	
Bru	Souris M	376 40	167 50		19 00
Brudenell	Renfrew, S.R O	136 07	80 00		6 00
Brudenell	Kings P.E.I	35 00	35 00		
Brûlé	Colchester N.S	87 05	35 00		
Brûlé Shore	Colchester N.S	59 23	35 00		
b Brunendahl	MacKenzie Sask	47 19	32 08		
Brunetta	Medicine Hat Alta	118 50	35 00		
Brunetville	Nipissing O	56 75	35 00		
Brunner	Perth, N.R O	126 00	59 00		6 00
Brunswick	Durham O	27 50	35 00		
Brunkild	Macdonald M	249 59	138 00		13 00
Bruxelles	Macdonald M	72 80	40 00		
Bryanston	Middlesex, E.R O	159 55	79 00		6 00
Bryceton	Moosejaw Sask	76 00	35 00		
Bryenton	Northumberland N.B	121 44	76 00		6 00
c Bryon Island	Gaspé Q	24 00	35 00		
Brysonville	Chateauguay Q	95 10	*d*62 00		
Buchanan	Renfrew, N.R O	13 15	35 00		
Buckfield	Shelburne & Queen N.S	25 95	35 00		
Buckhorn	Red Deer Alta	34 58	35 00	3 00	
Buck Lake	Frontenac O	56 75	35 00		
Buckland	Bellechasse Q	147 50	80 00		6 00
Bucklaw	North Cape Breton & Victoria N.S	15 00	*s*45 00		
Buctouche Bay	Kent N.B	35 20	34 80		
Budd Mills	Renfrew, N.R O	27 25	35 00		

a Opened 1-2-11. *b* Closed 1 3-11. *c* Summer office. *d* Including $12 night allowance. *e* Including $15 night allowance. *s* Including $10 night allowance

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Buffalo Plains	Qu'Appelle .... Sask	8 75	35 00		
Buford	Strathcona .... Alta	60 50	35 00	3 00	
Bulger	Renfrew, N.R. .... O	76 50	42 00		
Buller	Victoria & Haliburton. O	10 00	35 00		
Bull Moose Hill	Kings & Albert .... N.B	15 00	35 00		
Bulls Head	Medicine Hat .... Alta	69 70	f52 50		
Bulstrode Station	Drum'd & Arthabaska. Q	113 00	50 00		6 00
Bulwer	Compton .... Q	264 95	115 00		13 00
Bunclody	Souris .... M	113 00	57 00		6 00
Bunessan	Grey, S.R. .... O	78 00	35 00		
Bunesville	Mackenzie .... Sask	8 25	35 00		
Bungay	Queens .... P.E.I	23 25	35 00		
Bunglass	Humboldt .... Sask	19 25	35 00		
Bunyan	Lambton, W.R. .... O	46 00	54 00		6 00
Burbidge	Wright .... Q	230 72	109 00		13 00
Burden	York .... N.B	60 00	35 00		
Bureau du Moulin	Bellechasse .... Q	59 10	35 00	3 00	
Burgess Mines	Hastings, E.R. .... O	69 85	37 00		
Burgoyne	Bruce, N.R. .... O	191 25	92 00		6 00
Burk's Corners	Labelle .... Q	41 66	35 00		
Burleigh	Peterborough, E.R. .... O	36 90	35 00		
Burleigh Falls	Peterborough, E.R. .... O	165 64	73 00		6 00
Burlington	Prince .... P.E.I	31 25	35 00		
Burlington	Kings .... N.S	48 00	35 00	5 00	
a Burmis	Macleod .... Alta	96 50	17 50		
Burnaby Lake	New Westminster ... B.C	405 87	164 00		19 00
Burnaby	Welland .... O	130 34	68 50		6 00
Burnbank	Marquette .... M	122 00	64 00		6 00
Burnbrae	Northumberland, E.R.. O	100 50	35 00	4 00	
Burnham	Moosejaw .... Sask	51 50	35 00	3 00	
Burnhamthorpe	Peel .... O	202 20	b106 00		6 00
Burnley	Northumberland, W.R. O	119 76	51 00		3 00
Burns	Perth, N.R. .... O	83 00	37 50		
Burnside	Portage-la-Prairie ..... M	229 40	128 00		13 00
Burnside	Pictou .... N.S	27 25	35 00		
Burnside	Simcoe, E.R. .... O	13 00	35 00		
Burns Lake	Comox Atlin .... B.C		35 00		
Burnstown	Renfrew, S.R. .... O	130 71	67 00	9 00	6 00
Burnsville	Gloucester .... N.B	173 00	97 00		6 00
Burntchurch	Northumberland .... N.B	234 00	120 00		13 00
Burntcoat	Hants .... N.S	18 00	35 00		
Burnt Flat	Kootenay .... B.C	10 00	35 00		
Burnt Lake	Red Deer .... Alta	139 10	64 00	4 00	6 00
Burnt Land Brook	Victoria .... N.B	68 25	36 00		
Burquitlam	New Westminster ... B.C	90 25	51 00		6 00
Burr	Humboldt .... Sask	57 75	35 00		
Burradon	Moosejaw .... Sask	28 75	35 00		
Burrard Inlet	Vancouver City ...... B.C	190 50	58 00		6 00
Burridge	Frontenac .... O	160 25	63 00		6 00
Burriss	Thunder Bay and Rainy River .... O	96 00	43 00		
Burtch	Brantford .... O	227 30	85 00		6 00
Burton	Durham .... O	41 00	35 00		
Burton	Sunbury & Queens .. N.B	41 25	35 00		
Burton	Prince .... P.E.I	37 00	35 00		
Burton	Kootenay .... B.C	380 10	169 00		19 00
Burtonsville	Edmonton .... Alta	36 35	35 00		

a Opened 1-10-10. *b* Including $10 night allowance. *f* Including $17.50 night allowance, $2.50 of which is arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Burwell Road	Middlesex, W.R., O	56 00	35 00		
Bury's Green	Victoria & Haliburton. O	10 00	35 00		
Bush Glen	Stormont O	31 25	35 00		
d Bushland	Victoria Alta	10 00	4 37		
Bute	Megantic Q	23 75	35 00		
Butler	Sunbury & Queens N.B	25 50	35 00		
a Butler Station	Brandon Man	43 50	35 00		
Butterton	Regina Sask	15 00	35 00		
Buttonville	York, C.R. O	136 20	64 00		6 00
Buxton	Kent, W.R. O	250 05	112 00		13 00
Byersville	Peterboro, W.R. O	332 00	21 75		6 00
Byng	Haldimand O	62 90	42 00		
Byng Inlet North	Parry Sound O	170 00	101 50		9 50
Byrne	Assiniboia Sask	164 80	53 00	3 00	6 00
Byrnedale	Essex, N.R. O	10 00	35 00		
Byrne's Road	Kings P.E.I	20 25	35 00		
Byron	Middlesex, E.R. O	341 00	128 00		13 00
CABANE Ronde	L'Assomption Q	56 75	35 00		
Cable Head West	Kings P.E.I.	38 00	35 00		
Cache Creek	Yale-Caribou B.C	111 25	59 00		6 00
e Cacouna South	Temiscouata Q	14 00	17 00		
Caderette	Nipissing O	35 31	35 00		
c Cadillac	Moosejaw Sask	9 00	2 91		
Cadot	Montcalm Q	73 50	*b*45 00		
Cæsarea	Durham O	200 00	84 00		6 00
Cability	Yale-Caribou B.C	28 00	35 00		
Cahore	Stormont O	36 50	35 00		
Cailmount	Qu'Appelle Sask	52 50	35 00		
Cain's Mountain	North Cape Breton & Victoria N.S	26 25	35 00		
Cain's River	Northumberland N.B	57 30	35 00	3 00	
Caintown	Brockville O	257 55	115 00	3 00	13 00
Cairngorm	Middlesex, W.R. O	90 50	49 00		
Cairnside	Chateauguay Q	82 15	45 00		
q Cairns	Red Deer Alta	20 00	4 37		
Caistor Centre	Lincoln O	195 11	103 00		13 00
Calder	Middlesex, W.R. O	35 00	35 00		
p Calder Station	Mackenzie Sask	89 73	8 75		
Calderwood	Grey, S.R. O	67 50	51 00		3 00
Caldwell	Peel O	39 50	35 00		
Caldwell	Pontiac Q	100 50	75 80		6 00
Caldwell	Medicine Hat Alta	80 38	84 50	7 60	9 50
Caledonia	Guysborough N.S	102 00	*g*59 00	3 00	
Caledonia	Queens P.E.I	61 40	37 50	2 25	
Caledonia Mills	Antigonishe N.S	27 00	35 00		
Caledonia Ridge	Prescott O	29 00	*f* 36 65		
Caledonia Settlement	Kings & Albert N.B	37 00	35 00		
Calhoun	Westmoreland N.B	148 00	103 00		13 00
California	Victoria N.B	21 30	35 00		
Callières	Quebec Q	15 25	35 00		
Call-Mill	Brome Q	30 00	35 00		
Calmar	Strathcona Alta	117 74	65 00	26 00	6 00
Calm Lake	Thunder Bay and Rainy River O	208 50	*h*78 90		5 21

a Late Kola. *b* Including $10 night allowance. *c* Opened 1-3-11. *d* Opened 15-2-11. *e* Summer office. *p* Opened 1-1-11. *q* Opened 15-2-11. *f* Including $1.65 arrears. *g* Including $12 night allowance. *h* Including $19.45 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Calton	Elgin, E.R. O	153 35	67 00		6 00
d Calvert	Middlesex, W.R. O		2 88		
Calvin	Nipissing O	26 00	35 00		
Camagna	Yale-Cariboo B.C	80 44	35 00		
c Camberley	Prince Albert Sask	23 40	29 16		
Camborne	Northumberland, W.R. O	74 10	35 00		
Cambria	Argenteuil Q	58 25	42 50		
a Cambridge	Russell O	71 00	30 73		
Cambridge	Sunbury & Queens N.B	149 06	83 00	35 00	6 00
Cambridge	Hants N.S	49 00	35 00		
Cambridge Road	Kings P.E.I	41 80	35 00		
Camden	Colchester N.S	30 50	35 00		
Camel-Chute	Renfrew, S.R. O	95 98	50 00		
Cameron	Victoria & Haliburton O	177 50	92 00		6 00
Cameron's Mills	Kent N.B	17 50	35 00		
Cameron Settlement	Guysborough N.S	19 00	*h*45 00		
Campania	Dufferin O	14 75	35 00		
Campbell	Inverness N.S	121 10	56 00		6 00
Campbell Lake	Victoria Alta	22 00	35 00		
Campbell Mountain	Inverness N.S	18 00	35 00		
Campbell's Corner	Megantic Q	68 25	35 00		
Campbell's Cove	Kings P.E.I	24 20	35 00		
Campbell's Cross	Peel O	106 90	69 00		6 00
Campbell Settlement	York N.B	22 50	35 00		
Campbellton	Elgin, W.R. O	74 00	35 00		
Camperdown	Grey, E.R. O	190 59	82 00		6 00
Camperdown	Lunenburg N.S	14 00	35 00		
Camperville	Marquette M	194 00	277 00		31 00
Camp McKinney	Yale-Cariboo B.C	17 85	35 00		
Campsie	Edmonton Alta	13 65	35 00		
Cana	Saltcoats Sask	101 55	*i* 69 00	5 00	3 00
Canaan	Yarmouth N.S	10 00	35 00		
Canaan	Kings N.S	55 00	35 00		
Canaan	Russell O	52 00	35 00		
Canaan Rapids	Sunbury & Queens N.B	13 25	35 00		
Canaan Road	Kings & Albert N.B	11 00	35 00		
Canaan Station	Westmoreland N.B	91 93	43 00	38 00	
Canada Creek	Kings N.S	35 00	35 00		
Candiac Station	Qu'Appelle Sask	220 75	*j* 87 00		6 00
Cananea	Moosejaw Sask	87 67	35 00		
Canard	Kings N.S	154 86	72 00		6 00
Canard River	Essex, N.R. O	42 50	35 00		
Candahar	Humboldt Sask	7 00			
Cando	Battleford Sask	15 20	35 00		
Canford	Yale-Cariboo B.C	171 55	71 00		6 00
Cannamore	Stormont O	157 50	93 00		6 00
Cannes	Richmond N.S	157 60	88 00		6 00
Cannifton	Hastings, E.R. O	189 03	122 50		13 00
Canning	Oxford, N.R. O	126 35	57 00		6 00
Cannington Manor	Assa Sask	110 00	72 00		6 00
Canobie	Gloucester N.B	25 00	35 00		
Canoe	Yale-Cariboo B.C	93 20	*g*38 00		
Canoe Cove	Queens P.E.I	55 00	35 00		
Canoe Lake	South Cape Breton N.S	18 00	35 00		
Canous	Charlotte N.B	18 00	35 00		
Cantal	Assiniboia Sask	84 45	35 00		
Canterbury	Compton Q	35 00	35 00		

c Opened 1-6-10. *d* Closed 30-4-10. *h* Including $10 night allowance. *i* Including $16 night allowance. *j* Including $20 night allowance. *g* Including $3 night allowance. *a* Quarantined from 27-2-11 to 30-3-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cantin	Levis Q	18 00	35 00		
Cantley	Wright Q	167 67	87 00	24 00	6 00
Canton	Durham O	115 05	60 00		6 00
Canton Taché	Chicoutimi & Saguenay Q	46 08	36 50	3 00	
Canuta	Two Mountains Q	36 00	35 00		
Canyon	Red Deer Alta	56 00	35 00	5 00	
Cap à la Baleine	Rimouski Q	18 98	*g* 55 00		
Cap à l'Aigle	Charlevoix Q	336 98	*d* 175 00	6 00	13 00
Cap aux Corbeaux	Charlevoix Q	16 00	*g* 47 00		
Cap au Renard	Gaspé Q	28 30	35 00		
Cap aux Os	Gaspé Q	55 75	35 00		
b Cap. Bateau	Gloucester N.B	29 00	29 16		
Cap d'Espoir	Gaspé Q	163 68	*g* 116 00		6 00
Cap des Rosiers	Gaspé Q	60 79	35 00		
Cape Augnet	Richmond N.S	30 25	35 00		
Cape Chin	Bruce, N.R. O	35 00	35 00		
Cape Croker	Bruce, N.R O	69 55	37 00		
Cape Dauphin	North Cape Breton & Victoria N.S	33 00	35 00		
Cape de Moiselle Creek	Kings & Albert N.B	49 00	35 00		
Cape d'Or	Cumberland N.S	8 47	35 00		
Cape Egmont	Prince P.E.I	35 00	35 00		
Cape Enrage	Kings & Albert N.B	34 25	35 00		
f Cape Fourchu	Yarmouth N.S	112 00	56 00		6 00
Cape George	Antigonishe N.S	30 00	35 00		
Cape George Harbour	Richmond N.S	22 50	35 00		
Cape Negro	Shelburne & Queens N.S	98 15	54 00	4 00	6 00
Cape Negro Island	Shelburne & Queens N.S	68 10	35 00		
Cape Rich	Grey, N.R O	19 00	35 00		
Cape Sable Island, south side	Shelburne & Queens N.S	107 42	74 50		6 00
Cape Spear	Westmoreland N.B	35 00	35 00		
Cape Station	Kings & Albert N.B	46 25	35 00		
Cape Tormentine	Westmoreland N.B	130 15	78 00	4 00	6 00
Cape Wolfe	Prince P.E.I	82 40	45 00		
a Capital	Moosejaw Sask	30 00	19 02	1 25	
Cap La Ronde	Richmond N.S	27 40	35 00		
Cape Laurentides	Quebec Q	20 40	35 00		
Cap Lumière	Kent N.B	16 00	35 00		
Cap Rouge	Inverness N.S	7 00	35 00		
Cap St. Gabriel	Berthier Q	27 70	35 00		
Cape St. Ignace, Station	Montmagny Q	229 00	105 00	14 00	9 50
Cap St. Martin	Laval Q	77 00	35 00	34 00	
Capstick	North Cape Breton & Victoria N.S	13 00	35 00		
Capucins	Rimouski Q	101 41	*s* 74 00		6 00
p Carden	Victoria & Haliburton O	5 00	23 20		
Cardinal	Macdonald M	249 00	122 00	35 00	13 00
Cardross	Kings P.E.I	15 30	35 00		
Carey	Provencher M	59 00	35 00		
Carholme	Norfolk O	56 00	*s* 45 00		
Cariboo Gold Mines	Halifax N.S	237 68	134 00		13 00
Cariboo Island	Pictou N.S	16 50	35 00		
Cariboo Islands	Chicoutimi & Saguenay Q	26 20	*s* 45 00		
Cariboo Marsh	South Cape Breton N.S	7 00	35 00		
Cariboo River	Pictou N.S	42 00	35 00		
Carleton	Prince P.E.I	95 30	*e* 60 00		

a Opened 15-9-10. *b* Opened 1-6-10. *d* Including $25 special summer allowance. *e* Including $12 night allowance. *f* Summer office. *p* Closed 29-11-10. *s* Including $10 night allowance. *g* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
Carleton Village	Shelburne & Queens N.S	41 20	35 00		
Carley	Simcoe, E.R. O	72 50	35 00		
Carlin Corners	Argentenil Q	7 30	35 00		
Carling	Parry Sound O	42 25	35 00		
Carlingford	Victoria N.B	22 50	35 00		
Carlisle	Wentworth O	271 32	136 00		13 00
Carlisle	Carleton N.B	28 34	35 00		
Carlow	Huron, W.R. O	132 34	65 00		6 00
Carlow	Carleton N.B	19 00	35 00		
Carlowrie	Provencher M	17 00	35 00		
Carlton	Prince Albert Sask	40 60	35 00		
Carluke	Wentworth O	105 32	59 00		6 00
Carlyon	Simcoe, E.R. O	34 50	35 00		
Carmacks	Ynkon Territory	74 00	36 00		
Carmanville	Lennox & Addington O	14 00	35 00		
Carmel	Northumberland, W.R. O	28 00	35 00		
Carmel	Drum'nd & Arthabaska Q	173 80	*f*117 00	10 00	13 00
Carmel Station	Hnmboldt Sask	98 50	37 00		
Carmichael	Moosejaw Sask	82 00	56 00		6 00
Carmunnock	Perth, S.R. O	35 05	35 00		
Carnarvon	Victoria & Haliburton O	159 62	77 00		6 00
c Carnforth	Macleod Alta	25 00	35 00		
Carnoustie	Qu'Appelle Sask	25 00	35 00		
Caroline	Red Deer Alta	54 15	35 00		
Caron	Chicontimi & Saguenay Q	14 00	35 00		
Caron Brook	Victoria N.B	246 01	134 50	46 00	12 50
Carpenter	Sunbury & Queens N.B	55 00	35 00		
Carr	Parry Sound O	58 30	35 00		
a Carradale	Middlesex, W.R. O	11 40	14 58		
Carrignan	Moosejaw Sask	15 00	35 00		
b Carrington	Cumberland N.S	23 00	35 00		
Carroll	Pontiac Q	15 25	35 00		
Carroll's Corners	Halifax N.S	43 35	35 00		
Carrol's Crossing	Northumberland N.B	75 88	35 00		
Carr's Brook	Colchester N.S	58 00	*d*45 00		
Carrville	York, C.R. O	72 05	*e*59 00		
Carson	Yale-Caribon B.C	258 00	108 00		9 50
*q*Carrot Creek	Edmonton Alta	30 00	20 41		
Carsonby	Carleton O	96 08	55 00		6 00
Carsonville	Kings & Albert N.B	9 67	35 00		
Carswell	Renfrew, S.R. O	70 00	38 00		
Carthage	Perth, N.R. O	122 50	60 00		6 00
Carter's Point	Kings & Albert N.B	36 78	35 00		
Cartier	Beauharnois Q	5 00	35 00	3 00	
Cartierville	Jacques Cartier Q	203 84	86 00		6 00
Carvell	Carleton N.B	24 00	35 00		
Casault	Montmagny Q	26 00	35 00		
Cascades Point	Soulanges Q	253 66	115 00		13 00
Caseleyvllle	Red Deer Alta	59 00	35 00	6 00	
Cashel	York, C.R. O	105 75	43 00		
Cashion's Glen	Glengarry O	20 00	35 00		
Cashmere	Middlesex, W.R. O	57 85	35 00		
Cashtown	Simcoe, N.R. O	67 50	35 00		
Caskeyville	Victoria Alta	72 00	71 00	6 00	6 00
Cass Bridge	Dundas O	126 50	66 00		6 00
Cassburn	Prescott O	52 50	35 00		
Cassel	Oxford, N.R. O	134 79	76 00		6 00
Cassilis	Northumberland N.B	41 25	35 00		

a Opened 1-11-10 *b* Late Eel Creek. *c* Late Holding. *d* Including $10 night allowance. *e* Including $12 night allowance. *f* Including $15 night allowance. *q* Opened, 1-9-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cassville	Stanstead....Q	22 50	35 00	....	....
Castalia	Charlotte....N.B	170·44	*e*94 00	....	6 00
Castaway	Sunbury & Queens..N.B	5 50	35 00	....	....
Castile	Renfrew, N.R....O	24 50	35 00	....	....
*a*Castleavery	Marquette....M	13 75	10 27	....	....
Castle Bay	N. Cape B. & Vic....N.S	31 50	35 00	....	....
Castlebar	Drum'nd & Arthab'ska, Q	34 25	35 00	....	....
Castlederg	Peel....O	85 45	45 50	....	....
Castleford	Renfrew, S.R....O	150 20	78 00	....	6 00
Castleford Station	Renfrew, S.R....O	76 50	46 00	20 00	....
Castlemore	Peel....O	88 00	44 00	....	....
Castlereagh	Colchester....N.S	15 00	35 00	....	....
Catalone	South Cape Breton .N.S	40 51	35 00	4 00	....
Catalone Gut	South Cape Breton..N.S	20 00	35 00	....	....
Catalone Road	South Cape Breton..N.S	12 00	35 00	....	....
Cataract	Peel....O	123 50	51 00	....	3 00
Catchacoma	Peterborough, W.R ...O	38 90	60 00	....	6 00
Cateville	Assiniboia....Sask	27 35	35 00	3 00	....
Caughnawaga	Laprairie & NapiervilleQ	350 75	215 00	....	25 00
Cavalier	Battleford....Sask	75 50	42 00	9 00	....
Cavan	Durham....O	246 71	123 00	....	13 00
Cavendish	Queens....P.E.I.	89 30	52 00	....	6 00
Cavignac	Bagot....Q	47 50	*c*50 00	....	....
Cawood	Pontiac....Q	25 88	35 00	....	....
Caxton	Three R. & St. Maurice.Q	13 00	35 00	....	....
Cazaville	Huntingdon....Q	225 15	138 00	5 00	13 00
Cecebe	Parry Sound....O	48 50	35 00	....	....
Cecil	Prince Albert ... Sask	10 25	35 00	6 00	....
Cedar	Nanaimo....B.C	34 50	35 00	....	....
Cedarbrae	York, N.R....O	49 23	35 00	....	....
Cedar Bridge	Leeds....O	9 00	35 00	....	....
Cedar Camp	Kings & Albert....N.B	8 00	35 00	....	....
Cedar Croft	Parry Sound....O	26 00	30 00	....	....
Cedar Grove	York, C.R....O	151 50	70 00	....	6 00
Cedar Hill	Lanark. N.R....O	38 50	35 00	....	....
Cedar Lake	Digby....N.S	31 00	35 00	....	....
Cedar Lake	Keewatin....Sask	13 55	35 00	3 00	....
Cedar Mills	Peel....O	60 00	35 00	....	....
Cedars Station	Soulanges....Q	61 00	35 00	....	....
*p*Cedarvale	Comox Atlin....B C	156 55	26 25	....	....
Cedoux	Regina....Sask	30 00	35 00	....	....
Celista	Yale-Cariboo....B.C	96 45	35 00	....	....
Centennial	Inverness....N.S	36 00	35 00	....	....
Central	Frontenac....O	22 00	35 00	....	....
Central Argyle	Yarmouth....N.S	201 00	*e*100 00	....	6 00
Central Bedeque	Prince....P.E.I	206 70	*j*130 00	4 00	13 00
Central Butte	Moosejaw....Sask	306 00	224 00	4 50	25 00
Central Cambridge	Sunbury & Queens..N.B	32 25	35 00	....	....
Central Chebogue	Yarmouth....N.S	51 71	35 00	....	....
Central Clarence	Annapolis....N.S	114 75	49 00	....	....
Central Grove	Digby....N.S	74 40	*i*49 00	....	....
Central Hampstead	Sunbury & Queens..N.B	100 80	46 00	5 00	....
Central Haynesville	York....N.B	38 35	35 00	....	....
*s*Central Keswick Ridge	York....N B	5 67	11 66	....	....
Central Kingsclear	York....N.B	62 35	35 00	....	....
f Central Maugerville	Sunbury & Queens..N.B	6 84	8 75	....	....

a Closed, 16-7-10. *c* Including $12 night allowance. *e* Including $15 night allowance. *f* Closed 1-7-10. *i* Including $6 night allowance for summer season 1910. *j* Including $10 night allowance. *p* Opened 1-7-10. *s* Closed 1-8-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Central New Annan	Colchester N.S	105 00	52 00		6 00
Central North River	Colchester N.S	16 00	35 00		
Central Norton	Kings & Albert N.B	22 00	35 00		
Central Onslow	Colchester N.S	60 00	41 00		
Central Tower Hill	Charlotte N.B	28 00	35 00		
Central Waterville	York N.B	18 05	35 00		
*b*Central West River	Pictou N.S	27 42	20 41		
Central Wood Harbour	Shelburne & Queens N.S	52 00	35 00		
Centre Acadie	Kent N.B	21 70	35 00		
Centre Augusta	Grenville O	24 00	35 00		
Centredale	Pictou N.S	15 00	35 00		
Centre Dummer	Peterboro, E.R O	43 90	35 00		
Centrefield	Prescott O	23 00	35 00		
Centre Hampton	Kings & Albert N.B	22 00	35 00		
Centrelea	Annapolis N.S	62 10	35 00		
Centre Millstream	Kings & Albert N.B	22 55	35 00		
Centre Musquodoboit	Halifax N.S	169 95	74 00		6 00
Centre Nappan	Northumberland N.B	28 50	35 00		
Centreton	Northumberland, W.R. O	222 45	101 00		13 00
Centreton	Kings & Albert N.B	8 50	35 00		
Centre Village	Westmoreland N.B	15 00	35 00		
Centreville	Digby N.S	311 20	160 00		19 00
Centreville East	Inverness N.S	25 75	35 00		
*c*Cessford	Medicine Hat Alta	15 00	16 16		
Chacoura	Maskinongé Q	30 25	35 00		
Chaffey's Locks	Leeds O	541 00	*g*238 00		25 00
l Chagoness	Humboldt Sask	17 00			
Chailey	Victoria Alta	46 50	35 00		
Chalmers	Essex, S.R O	27 95	35 00		
*d*Chamadaska	Comox Atlin B.C	27 50	19 02		
Chamberlain	Regina Sask	817 79	*k*232 10	3 00	38 00
Chambers	Lennox & Addington O	27 00	35 00		
Chambers Settlement	Kings & Albert N.B	3 00	35 00		
Chambord	Victoria N.B	115 25	43 00		
Chambord Junction	Chicoutimi & Saguenay Q	234 25	*h*120 00		13 00
Champigny	Quebec Q	65 75	41 50	3 00	
Chance Harbour	St. John N.B	88 75	35 00		
Chance Harbour	Pictou N.S	22 00	35 00		
Chandonnet	Megantic Q	27 75	35 00		
Chandos	Peterborough, E.R. O	31 75	35 00		
Channell	Brome Q	50 00	35 00		
a Chantelle	Montcalm Que	33 66	24 91		
Chantler	Welland O	105 20	58 00		6 00
Chantry	Leeds O	174 81	74 00		6 00
Chapleau Station	Argenteuil Q	33 00	35 00		
Chaplin	Halifax N.S	34 75	35 00		
e Chaplin Road	Northumberland N.B	9 15	35 00		
Chapman	Hastings, E.R. O	85 35	39 00		
Chapman	Westmoreland N.B	55 25	35 00		
Chapman Settlement	Cumberland N.S	28 50	35 00		
Chapple	Thunder Bay and Rainy River O	52 25	35 00		
Chard	Prescott O	32 43	35 00		
Charette	Three Rivers and St. Maurice Q	302 75	172 00		19 00
Charlecote	Durham O	48 62	35 00		

b Opened 1-9-10. *c* Opened 15-10-10. *d* Opened 15-9-10. *g* Including $20 night allowance. *k* Including $8.10 night allowance. *l* Credit supply for a new office not yet opened. *a* Opened 15-7-10. *e* Late Hunter's Guide. *h* Including $15 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Charlemont	Lambton, W.R. O	47 80	35 00		
Charlesbourg West	Quebec Q	30 85	35 00		
Charleston	Shelburne & Queens N.S	91 76	35 00		
Charleston	Brockville O	128 05	67 00	2 75	6 00
Charleston	Carleton N.B	26 25	35 00		
Charleville	Grenville O	47 00	35 00		
d Charleswood	Macdonald Man	30 27	19 02		
Charlos Cove	Guysborough N.S	108 00	46 00		
Charlo Station	Restigouche N.B	299 15	113 00		13 00
c Charlotte	Battleford Sask	30 00	11 67		
Charnwood	Kings P.E.I	11 00	35 00		
Charrington	Compton Q	15 00	35 00		
Charters	York N.B	24 00	35 00		
Charteris	Pontiac Q	67 00	35 00	13 33	
Chartersville	Westmoreland N.B	20 00	35 00		
Chartrand	Russell O	26 25	35 00		
f Chartrand Corner	Nipissing O	27 75	20 41		
b Chase River	Nanaimo B.C	78 75	29 16		
Chase Corners	Peterboro, E.R. O	74 14	35 00		
Chaswood	Halifax N.S	106 53	65 50		6 00
Chatboro'	Argenteuil Q	35 00	35 00		
Chater	Brandon M	153 52	93 50		6 00
Chatfield	Dauphin M	46 47	35 00		
Chatillon	Yamaska Q	99 55	79 00		6 00
Chatterton	Hastings, W.R O	47 60	36 00		
Chaudière Basin	Lévis Q	72 75	35 00		
Chaudière Station	Lévis Q	100 00	48 00		
Chaumont	Lotbinière Q	27 25	35 00		
Cheam	New Westminster B.C	33 00	35 00		
Cheapside	Haldimand O	260 98	*g*144 00		13 00
Chebogue Point	Yarmouth N.S	38 50	35 00		
Cheddar	Victoria & Haliburton O	21 00	*h*45 00		
Chedoke	Wentworth O	203 50	89 00		6 00
Chegoggin	Yarmouth N.S	81 80	42 00		
Chellwood	Prince Albert Sask	111 11	46 00	2 50	
Chelmsford	Northumberland N.B	76 00	40 00		
Chelsea	Lunenburg N.S	47 25	35 00		
Chelsea Green	Middlesex, E.R O	107 40	50 00		
Chelton	Prince P.E.I	15 00	35 00		
Chemical Road	Kings & Albert N.B	19 55	35 00		
Chemin Gouin	Labelle Q	228 92	*i*90 50		6 00
Cheney Settlement	Kings & Albert N.B	9 50	35 00		
Cheney Station	Russell O	60 00	36 00		
Chenier	Wright Q	69 25	35 00		
Chepstow	Kings P.E.I	14 30	35 00		
Chepstow	Bruce, S.R O	291 62	134 00		13 00
e Cherhill	Edmonton Alta	10 00			
Chering	Qu'Appelle Sask	15 00	35 00		
Cherryfield	Lunenburg N.S	53 30	35 00	3 00	
Cherryfield	Westmoreland N.B	18 00	35 00		
Cherry Grove	Kings P.E.I	34 40	35 00		
Cherry Grove	Middlesex, E.R O	51 20	39 00		
Cherry Hill	Lunenburg N.S	96 00	48 00		
Cherry Hill	Kings P.E.I	15 00	35 00		
Cherry Vale	Sunbury & Queen. N.B	30 45	35 00		
Cherry Valley	Prince Edward O	232 69	127 50		13 00
Cherry Valley	Queens P.E.I	76 00	35 00	14 00	

b Opened 1-6-10. *c* Opened 1-12-10. *d* Late Kelbeau opened 15-9-10. *f* Late Martland. *g* Including $12 night allowance. *h* Including $10 night allowance. *i* Including $17.50 night allowance. *e* Opened 15-3-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cherry Valley South	Queens P.E.I	15 50	35 00		
Cherrywood	Ontario, S.R O	189 35	74 00		6 00
*b*Chester	Carleton N.B	21 50	20 41		
Chester Grant	Lunenburg N.S	40 00	35 00		
Chester Nord	Drum'nd & Arthabaska Q	16 00	35 00		
Chesterwold	Strathcona Alta	78 80	48 00		
Chéticamp	Inverness N.S	24 00	35 00		
Cheviot	Saskatoon Sask	28 00	35 00		
Chevrefils	Richmond & Wolfe Q	47 05	35 00		
Chezacut	Yale-Cariboo B.C.	35 25	35 00		
Chiasson	Gloucester N.B	32 30	35 00		
Chichester	Pontiac Q	124 10	59 00	5 00	6 00
Chicot	Berthier Q	91 35	52 00		3 00
Chigwell	Red Deer Alta	104 72	57 00		3 00
Chilanco Forks	Yale-Cariboo B.C.	11 92	35 00		
*c*Chimney Rock	Macleod Alta		0 20		
Chimney Corner	Inverness N.S	25 15	35 00		
*a*Chin	Medicine Hat Alta	58 51	24 91		
China Point	Queen's P.E.I	12 70	35 00		
Chinock Cove	Yale-Cariboo B.C	89 82	35 00		
Chipman's Brook	Kings N.S	18 75	35 00		
Chipman's Corners	Kings N.S	45 00	35 00		
Chippawa Hill	Bruce, N.R O	139 00	63 00		6 00
Chiselhurst	Huron, S.R. O	178 00	59 00		6 00
Chisholm	Prince Edward O	127 30	74 00		6 00
Chiswick	Nipissing O	17 25	35 00		
Chlorydormes	Gaspé Q	105 70	44 50		
Chocolate Cove	Charlotte N.B	45 00	35 00		
Choquette	Montmagny Q	37 00	35 00		
Chortitz	Provencher M	45 00	40 00		
Christian Island	Muskoka O	48 30	*d*45 00		
Christian Valley	Parry Sound O	34 76	35 00		
Christies	York N.B	35 25	35 00		
Christieville	Argenteuil Q	50 58	35 00		
Christina	Middlesex, W. R. O	68 50	35 00		
Christy's Lake	Lanark, S.R O	43 59	35 00		
Chu Chua	Yale-Cariboo B.C	32 08	35 00	8 33	
Church Hill	King's & Albert N.B	19 00	35 00		
Church House	Comox Atlin B C	60 25	35 00		
Churchill	Prince P.E.I	22 20	35 00	5 00	
Church Over	Shelburne & Queens N.S	55 00	35 00		
Church Street	Kings N.S	137 70	94 00		6 00
Churchville	Peel O	157 08	75 00		6 00
Churchville	Pictou N.S	42 75	35 00		
Chute Léon	Labelle Q	36 90	35 00		
Chute Panet	Portneuf Q	154 55	57 50		3 00
Chutes Peribonca	Chicoutimi & Saguenay Q	27 25	35 00		
Chute Ste. Ursule	Maskinongé Q	24 00	35 00		
Chute Shipshaw	Chicoutimi & Saguenay Q	19 75	35 00	4 00	
City Heights	Vancouver B.C	49 00			
City View	Carleton O	214 08	95 00		9 50
Clachan	Kent, E.R O	229 50	114 00		13 00
Clair	Humboldt Sask	345 06	143 00		13 00
Claire Fontaine	Kent N.B	26 00	35 00		
Clairvaux de Bagot	Bagot Q	159 65	50 00		6 00
Clairvaux de Charlevoix	Charlevoix Q	15 00	35 00		
Clairville	Kent N.B	32 30	35 00		
Clam Bay	Halifax N.S	13 00	35 00		

a Opened 15-7-10. *b* Closed 1-11-10. *c* Closed 2-4-10. *d* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Clam Harbour	Halifax N.S	123 95	57 00		6 00
Clam Point	Shelburne & Queens, N.S	17 00	35 00		
Clanbrassil	Haldimand O	136 00	64 00		6 00
Clandeboye	Selkirk M	117 00	57 00	18 00	6 00
Clanricarde	Peterborough, E.R O	23 70	35 00		
Clapham	Megantic Q	10 00	35 00	5 00	
Clapperton	Bonaventure Q	101 25	41 00		
Clapton	Humboldt Sask	42 45	35 00		
*a*Claraday	Peterboroo, W.R O	145 52	32 08		
Clare	Wellington, N.R O	15 00	35 00		
Claremont	Cumberland N.S	26 25	35 00		
Clarendon Station	Frontenac O	223 26	108 00		13 00
Clarendon Station	Sunbury & Queens N B	63 70	35 00		
Clareview	Lennox & Addington O	15 75	35 00		
Clarina	Peterborough, E.R O	91 00	47 50		3 00
Clarkboro	Sask Sask	69 50	35 00		
Clarkleigh	Dauphin M	56 48	35 00	32 00	
*d*Clarke Manor	Strathcona Alta	12 00	4 37		
Clark's Corners	Sunbury & Queens, N.B	24 00	35 00		
Clark's Crossing	Sask Sask	40 00	35 00		
Clark's Road	South Cape Breton N.S	12 00	35 00		
Clarkstown	Russell O	119 50	35 00		
Clarksville	Hants N.S	166 60	87 00		6 00
Clarktown	Queens P.E.I	24 10	35 00		
Clarkville	York N.B	10 60	35 00		
Clarkville	Victoria Alta	109 70	49 00		
*c*Clarry	Northumberland E.R O		12 55		
Claverhouse	Inverness N.S	11 10	35 00		
Clavering	Grey, N.R O	159 61	*e*86 00		6 00
Clavet	Sask Sask	265 75	131 00		13 00
Claxton	Comox-Atlin B.C	240 50	136 00		13 00
Clay Bank	Renfrew, S.R O	39 84	35 00		
Clay Belt	Nipissing O	69 25	35 00		
Claydon	Moosejaw Sask	*f*9 66			
Claysmore	Victoria Alta	*f*10 00			
Clayton	New Westminster B.C	80 00	66 00		6 00
Clayworth	Alta	*f*10 00			
Clearfield	Regina Sask	26 65	35 00		
Clear Lake	Muskoka O	91 30	55 00		6 00
Clearland	Lunenburg N.S	12 00	35 00		
Clear Springs	Kings P.E.I	15 65	35 00		
Clear Springs	Provencher M	22 50	35 00		
Clear View	Carleton N.B	27 00	35 00		
Clearville	Kent, E.R O	92 00	48 00		
Cleland Corners	Yarmouth N.S	20 25	35 00		
Clement	Wright Q	40 50	35 00		
*b*Cleomæ	Oxford, S.R O	19 20	26 25		
Clermont	Prince P.E.I	14 25	35 00		
Clevelands	Kings & Albert N.B	8 00	35 00		
Cliffordvale	Victoria N.B	114 26	52 00		6 00
Clifton	Gloucester N.B	102 71	59 00	3 00	6 00
Clifton	Colchester N.S	22 50	35 00		
Clinch's Mills	St. John N.B	133 45	53 00	5 00	3 00
Clinton	Queens P.E.I	85 00	52 00		6 00
*p*Clinworth	Moosejaw Sask	221 00	29 16		
Clones	Sunbury & Queens N.B	46 75	35 00		
Clontarf	Renfrew, S.R O	45 25	35 00		

a Opened 1-5-10. *b* Opened 1-7-10. *c* Closed 19-8-10. *d* Opened 15-2-11. *e* Including $12 night allowance. *f* Credit supply for a new office not yet opened. *p* Opened 1-6-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
Cloudslee	Algoma, E.R. O	40 00	35 00		
Clova	Mackenzie Sask	138 50	40 00		
Clover Bar	Edmonton Alta	121 00	45 00		
Cloverdale	Colchester N.S	15 00	35 00		
Cloverdale East	Carleton N.B	13 00	35 00		
Cloverdale	Carleton N.B	42 90	35 00		
Cloverley	Moosejaw Sask	117 38	35 00		
Clover Hill	Kings & Albert N.B	44 50	35 00		
Clover Valley	Bruce, S.R O	17 00	35 00		
Clover Valley	New Westminster B.C	19 00	35 00		
Cloverville	Antigonishe N.S	2 00	35 00		
*c*Club Shawinigan	Three Rivers and St. Maurice Q	32 50	25 00		
Clumber	Saltcoats Sask	34 50	35 00		
Cluny	Bruce, N.R O	19 84	35 00		
Cluny Station	Medicine Hat Alta	296 70	*e*112 50	2 00	*e* 9 00
Clyde	Wentworth O	81 00	37 00		
Clyde	Edmonton Alta	145 95	73 00	4 00	6 00
Clyde River	Queens P.E.I	51 00	35 00		
Clyde's Corners	Huntingdon Q	38 00	35 00		
Clydesdale	Peterborough, E.R. O	118 50	37 00		
Clyde Station	Queens P.E.I	18 00	35 00		
Clydesvale	Colchester N.S	15 50	35 00		
Coady Settlement	Inverness N.S	1 00	35 00		
Coal Banks	Red Deer Alta	42 75	35 00		
Coal Branch Station	Kent N.B	128 55	68 00	12 00	6 00
*d*Coalburn	Pictou N.S	23 00	40 33		
Coal Creek	Sunbury & Queens. N.B.	104 05	47 00	8 00	
Coal Mines	Sunbury & Queens. N.B.	15 15	35 00		
Coates' Mills	Kent N.B	59 50	35 00	3 00	
Coatstone	Souris Man	48 75	35 00		
Cobble Hill	Middlesex, E.R. O	23 00	35 00		
Coburn	York N.B	110 50	52 00		6 00
Cocagne Cape	Kent N.B	34 90	35 00		
*f*Cochery	Battleford Sask	*f*7 00			
Cochran's Lake	South Cape Breton N.S	10 00	35 00		
Coddle's Harbour	Guysborough N.S	16 25	35 00		
*b*Coderre	Moosejaw Sask	30 00	16 16		
Coffey's Corners	Huntingdon Q	20 00	35 00	4 00	
Coffinscroft	Shelburne & Queens N.S	47 00	35 00		
Cogmagun River	Hants N.S.	30 00	35 00		
Coin Rond	Chambly & Vercheres. Q	34 45	35 00		
Cokato	Mackenzie Sask	86 50	35 00		
Colbeck	Dufferin O	23 28	35 00		
Colbert	Portneuf Q	20 00	35 00		
Colchester	Essex, S.R O	210 10	104 00		13 00
Coldbrook	St. John N.B	36 00	35 00		
Cold Lake	Victoria Alta	30 00	35 00		
Cold Springs	Dauphin M	63 25	39 00		
Cold Springs	Northumberland, W.R. O	208 75	95 00		6 00
Coldstream	Colchester N.S	29 00	35 00		
Coldstream East	Carleton N.B	29 75	35 00		
Colebrook	Lennox & Addington O	278 93	113 00		13 00
Cole Harbour	Guysborough N.S	207 45	84 00		6 00
Cole Harbour Road	Halifax N.S	7 50	35 00		
Cole Lake	Frontenac O	87 80	51 00		6 00
Coleman Corner	Kings & Albert N.B	8 00	35 00		

b Opened 15-10-10. *c* Summer office. *d* Re-opened 1-5-10. *e* Including $15.50 arrears salary allowance and $3 arrears rent allowance. *f* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Colenso	Grey, N.R O	8 00	35 00		
Coleraine	Peel O	90 20	51 00		3 00
Coleraine Station	Megantic Q	150 69	50 00	18 00	3 00
Coleridge	Medicine Hat Alta	294 46	115 00	13 00	14 00
Cole's Island	Sunbury & Queens N.B	253 00	100 00	18 00	6 00
Coleville	Battleford Sask	71 90	35 00	6 00	
Colgan	Simcoe, S.R O	115 00	60 00		6 00
[a] Colgate	Regina Sask	372 20	17 50		
Colin	Victoria N.B	38 95	35 00		
Colinville	Lambton, W.R O	117 75	68 00		6 00
College Bridge	Westmoreland N.B	216 25	102 00		13 00
College Grant	Antigonishe N.S	12 00	35 00		
Collegeville	Antigonishe N.S	25 50	35 00		
Collette	Northumberland N.B	59 00	35 00		
Collfield	Pontiac Q	17 06	35 00		
[c] Colonial Arms	Annapolis N.S	71 00	36 00		
Collin's Inlet	Algoma, E.R O	266 02	125 00		13 00
[b] Collholme	Medicine Hat Alta	40 00	13 22		
Colpitts	Kings & Albert N.B	55 50	35 00		
Colquhoun	Dundas O	35 00	35 00		
Colquitz	Nanaimo B.C	160 45	81 00		6 00
Columbia Gardens	Kootenay B.C	174 90	51 00		6 00
Colwell	Simcoe, S.R. O	67 80	35 00		
Colwood	Nanaimo B.C	646 00	158 00		18 50
Comeau Ridge	Victoria N.B	20 00	35 00		
Comeau's Hill	Yarmouth N.S	36 89	35 00		
Comeauville	Digby N.S	135 37	73 00		6 00
Comet	Essex, S.R O	30 44	[d] 36 75		
Comin's Mills	Compton Q	10 75	35 00		
Commanda	Parry Sound O	160 95	85 50	28 00	6 00
Commercial Cross	Kings P.E.I	35 50	35 00		
Compton Station	Compton Q	212 10	145 00		13 00
Comrey	Medicine Hat Alta	67 25	35 00		
Conboyville	Brant O	23 00	35 00		
Concession	Digby N.S	191 50	91 00		6 00
Concord	Picton N.S	5 00	35 00		
Concord	York, C.R O	173 20	76 00		6 00
Condé	Chicoutimi & Saguenay Q	23 00	35 00		
Condie	Regina Sask	976 91	[e] 193 10		19 00
Condon Settlement	Kings N.S	11 00	35 00		
Coningsby	Wellington, S.R. O	34 15	35 00		
Coniston	Nipissing O	115 00	84 00		9 50
Conjuring Creek	Strathcona Alta	66 00	37 00	[f] 3 25	
Connaught	Stormont O	42 10	35 00		
Connell	Carleton N.B	21 00	35 00		
Connor	Simcoe, S.R O	136 50	64 50		6 00
Connor	Victoria N.B	178 15	103 00	3 00	13 00
Conn's Mills	Cumberland N.S	67 75	38 00		
Conover	Dufferin O	36 00	35 00		
Conquerall Banks	Lunenburg N.S	132 18	63 00		6 00
Conquerall Mills	Lunenburg N.S	51 10	35 00		
Conquest	Moosejaw Sask	[g] 9 00			
Conroy	Perth, S.R O	20 00	35 00		
Constance	Huron, W.R. O	149 47	76 00		6 00
Conway	Lennox & Addington O	164 50	88 00		6 00

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[a] Opened 1-10-10. [b] Opened 15-11-10. [c] Summer office opened 20-6-10. [d] Including $1.75 arrears. [e] Including $8.10 night allowance. [f] Including 25 cts. arrears forward allowance. [g] Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Conway Station	Prince P.E.I	118 15	65 00		6 00
Cooking Lake	Strathcona Alta	52 88	35 00	8 00	
Cook's Brook	Halifax N.S	69 50	35 00		
Cook's Cove	Guysborough N.S	42 25	*d*45 00		
Cook's Creek	Selkirk M	42 00	46 50		3 00
Cookville	Westmoreland N.B	24 00	35 00		
Cookville	Victoria Alta	9 00	35 00		
c Coombs	Comox Atlin B.C	62 00	5 83		
Coombs	Sask	*e*9 00			
Cooper	Hastings, E.R O	127 05	59 00		6 00
Cooper's Falls	Ontario, N.R O	99 25	67 00		6 00
Copeland	Humboldt Sask	45 20	53 00		3 00
Copenhagen	Elgin, E.R O	74 50	49 00		
Cope's Falls	Victoria & Haliburton O	13 50	35 00		
Copeville	Medicine Hat Alta	140 50	35 00		
Copley	Souris M	12 00	35 00		
Copperfield	Megantic Q	39 00	35 00		
Coppice Hill	Victoria Alta	10 10	35 00		
Copper Lake	Antigonishe N.S	155 00	35 00		
Copper River	Comox Atlin B.C	75 10	38 00		
Coral	Northumberland, W.R. O	23 05	35 00		
Coralynn	Red Deer Alta	*e*10 00			
Corbeil	Nipissing O	40 00	34 80		
Corberrie	Digby N.S	71 00	*d*49 00		
Corbett	Huron, S.R O	114 00	65 00		6 00
Corbin	Huntingdon Q	41 79	35 00	8 00	
Corbyville	Hastings, E.R O	419 98	214 00		25 00
Cordova	Marquette M	49 75	35 00		
Corey	Sunbury & Queens N.B	10 57	35 00		
Corinne	Regina Sask	271 66	83 00		6 00
a Cork	Victoria Alta	14 42	30 67		
Corkery	Carleton O	49 01	35 00		
Cork Station	York N.B	54 38	35 00		
Corliss	Stanstead Q	30 00	35 00		
Cormac	Renfrew, S.R O	40 50	35 00		
Cormier's Cove	Westmoreland N.B	15 00	35 00		
Cormier Village	Westmoreland N.B	26 25	35 00		
Cormierville	Kent N.B	37 00	35 00		
Cornell	Oxford, S.R O	107 05	60 00		6 00
Corner of the Beach	Gaspé Q	158 75	99 00		6 00
Corn Hill	Kings & Albert N.B	119 98	60 00	3 00	6 00
b Cornucopia	Red Deer Alta	20 83	23 33		
Cornwall	Queens P.E.I	141 45	69 00		6 00
Cornwall Centre	Stormont O	66 05	38 50		
Cornwall Island	Stormont O	13 60	35 00		
Coronation	Victoria N.B	20 00	35 00		
Corraville	Kings P.E.I	6 00	35 00		
Corris	Richmond & Wolfe Q	18 00	35 00		
Corson's Siding	Victoria & Haliburton O	280 25	145 00		13 00
Cortereal	Gaspé Q	33 00	35 00		
Cortez Island	Comox-Atlin B.C	88 65	35 00		
Corwhin	Wellington, S.R O	136 00	57 00		6 00
Cosby	Nipissing O	245 82	110 00		13 00
e Costello	Nipissing O	*e*17 50			
f Cosmo	Edmonton Alta	10 00			
Costigan	Victoria N.B	26 25	35 00		
Cosy Nook	Battleford Sask	45 00	35 00		
Côte des Corbeil	Two Mountains Q	44 75	35 00		

a Opened 16-5-10. *b* Opened 1-8-10. *c* Opened 1-2-11. *f* Opened 15-3-11. *d* Including $10 night allowance. *e* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Côte des Neiges Ouest	Jacques Cartier. Q	82 25	35 00		
Côte des Perron	Laval Q	54 80	35 00		
Côte Double	Two Mountains Q	44 00	35 00		
Côte des Ouimet	Laval Q	5 00	35 00		
Côte des Pères	Quebec Q	228 50	100 00		13 00
Côte Lalande	Two Mountains Q	33 43	35 00		
Côté's Mills	Richmond & Wolfe Q	25 75	35 00		
Côte Rouge	Two Mountains Q	43 89	*e*45 00		
Côte Sainte Anne	Kent N.B	24 00	35 00		
Côte St Emmanuel	Soulanges Q	46 00	35 00		
Côte St Etienne	Two Mountains Q	40 00	35 00		
Côte St. Hermas	Two Mountains Q	29 00	35 00		
Côte St. Joseph	Richmond & Wolfe Q	34 00	35 00		
Côte St. Léonard	Laval Q	10 25	35 00		
Côte St. Michel	Laval Q	49 25	35 00		
Côte St. Pierre	Labelle Q	82 08	*f*61 00	6 38	3 00
Côte Ste. Therèse	Laprairie & Napierville Q	29 00	35 00		
Côte St. Vincent	Two Mountains Q	28 00	35 00		
Côte Visitation	Maisonneuve Q	126 75	54 00		6 00
Cotham	Saltcoats Sask	15 00	35 00		
Cotswold	Wellington, N.R O	51 50	37 00	3 00	
Cottesloe	Peterborough, N.R O	60 75	35 00		
Cotterview	Victoria Alta	6 70	35 00		
Cottonwood	Regina Sask	45 00	35 00		
Cottonwood	Yale-Cariboo B.C	125 50	*h*97 00		6 00
Coughlan	Northumberland N.B	71 25	35 00	3 00	
Coulee	Moosejaw Sask	50 50	35 00		
Coulombe	Dorchester Q	69 45	44 00		
Coulson	Simcoe, N.R O	113 46	*e*65 00		6 00
Coulter	Souris M	189 00	*g*122 00	10 00	6 00
Coultervale	Souris M	29 50	35 00		
Country Harbour Mines	Guysborough N.S	86 50	*f*59 00		
c Cournoyer	Nicolet Q	43 00	27 88		
Courval	Moosejaw Sask	34 75	35 00	1 38	
Courtice	Durham O	164 79	91 00		6 00
Cousineau	Wright Q	41 60	35 00		
Couttsville	Nipissing O	26 00	35 00	3 00	
Couturval	Rimouski Q	39 25	36 00		
Covehead Road	Queens P.E.I	27 30	35 00		
Coventry	Peel O	30 00	35 00		
Coverdale	Kings & Albert N.B	42 00	35 00		
Cove Road	Colchester N.S	114 25	*e*64 00		6 00
Covey Hill	Huntingdon Q	80 50	44 00		
b Covington	Moosejaw Sask	46 75	35 00		
Cowal	Elgin, W.R O	87 00	40 00		
Cowan Creek	Gloucester N.B	31 45	35 00		
Cowan's	Huntingdon Q	51 50	35 00		
Cow Bay	Halifax N.S	35 00	35 00		
Cowdery	Dauphin M	102 55	35 00		
Cowichan Bay	Nanaimo B.C	284 54	100 00		13 00
Cowichan Lake	Nanaimo B.C	147 80	52 00		
Coxby	Prince Albert Sask	38 80	35 00		
Coxheath	South Cape Breton N.S	55 00	35 00		
Cox's Point	Sunbury & Queens N.B	35 25	35 00		
Coyote Valley	Victoria Alta	34 50	35 00		
Crabtree Mills	Joliette Q	164 00	80 00		6 00
Cracroft	Comox-Atlin B.C	85 45	35 00		
Craig	Red Deer Alta	9 50	35 00	3 00	

b Opened 1-4-10. *c* Opened 15-6-10. *e* Including $10 night allowance. *f* Including $12 night allowance. *g* Including $30 night allowance. *h* Including $25 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*d*Craiglands	Moosejaw Sask	9 00	5 83		
Craigie Lea	Muskoka O	132 80	56 00		6 00
Craigleith	Grey, E.R O	79 00	35 00		
Craigmore	Inverness N.S	10 00	35 00		
Craigsholme	Wellington, N.R. O	44 75	35 00		
Craig's Road Station	Lévis Q	20 00	36 00	18 00	
Craigvale	Simcoe, S.R O	206 65	111 00		13 00
a Cramersburg	Moosejaw Sask	35 75	17 50		
Crampton	Middlesex, E.R O	133 75	72 50		6 00
Cranberry	Megantic Q	37 00	35 00		
Cranbourne	Dorchester Q	35 50	35 00		
Crandall Road	Inverness N.S	20 00	35 00		
Crane Creek	Battleford Sask	22 65	46 00		3 00
Crane Lake	Moosejaw Sask	210 96	*j*112 00		6 00
*c*Cranmer	Red Deer Alta	73 78	27 78		
Cranston	Haldimand O	70 04	39 50		
Cranton Section	Inverness N.S	88 25	35 00		
Cranworth	Leeds O	28 00	35 00		
Crapaud	Queens P.E.I	391 55	*i*198 00		19 00
Crathie	Middlesex, N.R O	18 10	35 00		
Crawford	Grey, S.R O	45 75	35 00		
Crawford Bay	Kootenay B.C	208 06	69 00		6 00
*g*Crawford Island	Simcoe, E.R O	10 00	10 00		
Crean Hill Mine	Algoma, E.R O	461 50	74 00		6 00
Crayland	Battleford Sask	11 00	35 00		
Credit Forks	Peel O	129 16	70 50		6 00
Crediton East	Huron, S.R O	144 40	75 00		6 00
Creeford	Brandon M	34 50	35 00		
Creek Bank	Wellington, N.R O	83 50	38 00		
Creekfield	Saskatoon Sask	22 75	35 00		
Creek Road	Kings and Albert N.B	7 75	35 00		
Creemorne	Pontiac Q	24 51	35 00		
Creighton	Simcoe, E.R O	58 00	37 50	8 00	
Creighton Valley	Yale-Cariboo B.C	20 25	35 00		
Creignish Rear	Inverness N.S	6 50	35 00		
Cremona	Calgary Alta	186 85	77 00	6 00	3 00
Crescent	Souris M	41 25	35 00		
Crescent	New Westminster B.C	172 05	62 00		6 00
Crscent Beach	Lunenburg N.S	45 25	35 00		
Crescent Hill	Humboldt Sask	10 00	35 00		
Crescent Lake	Saltcoats Sask	17 50	35 00		
*b*Crescent Valley	Kootenay B.C	159 09	26 25		
Cressman	Humboldt Sask	61 25	90 00	2 00	9 50
Cresswell	Victoria & Haliburton O	149 72	71 00	8 00	6 00
f Cressy	Prince Edward O	41 70	26 25		
Crewe	Marquette M	32 00	35 00		
Crewe	Huron, W.R O	40 00	35 00		
Crewson's Corners	Wellington, S.R O	47 75	35 00		
Crieff	Wellington, S.R O	18 00	35 00		
Crinan	Elgin, W.R O	76 00	36 00		
Crockett	Victoria N.B	47 00	35 00		
Crocusvale	Battleford Sask	20 82	35 00		
Croft	Antigonishe N.S	12 25	35 00		
c Croftdale	Moosejaw Sask	24 00	14 58		
Crofton	Prince Edward O	145 61	49 00		
Cromar	Lambton, W.R O	108 00	*h*74 00		6 00
*d*Cromar Station	Brandon M	220 37	57 50		3 00

a Opened 1-10-10. *b* Opened 1-7-10. *c* Opened 15-6-10. *d* Opened 1-2-11. *f* Closed 31-12-10. *g* Summer office. *h* Including $10 night allowance. *i* Including $12 night allowance. *j* Including $20 night allowance. *p* Late Elm Valley.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cromarty	Perth, S.R. O	172 50	84 00		6 00
Cromwell	Selkirk M	2 00	35 00		
Crosby	Leeds O	293 50	*d* 159 00	3 00	13 00
e Cross	Moosejaw Sask	114 50	47 00		3 00
Crossbury	Compton Q	1 00	35 00		
Crosshill	Waterloo, N.R. O	140 20	*j*93 00	5 00	6 00
Cross Lake	Nipissing O	20 00	35 00		
Crossland	Simcoe, N.R. O	96 53	64 00		6 00
Crosspoint	Bonaventure Q	75 00	35 00		
Cross Roads, Leitche's Creek	North Cape Breton & Victoria N.S	118 00	51 00	24 00	6 00
Cross Roads. Mid. Melford	Guysborough N.S	54 70	35 00		
Cross Roads, Ohio	Antigonishe N.S	77 20	37 00	3 00	
Cross Roads Roger Hill	Pictou N.S	35 00	35 00		
Crosswoods	Humboldt Sask	46 70	35 00		
Crosthwaite	Humboldt Sask	56 17	36 00	2 50	
Croton	Kent, E.R. O	256 55	117 00		13 00
Crouse Town	Lunenburg N.S	63 00	35 00		
Crowel	Shelburne & Queens N.S	258 75	112 00		13 00
Crowe's Mills	Colchester N.S	11 00	35 00		
Crowfoot	Medicine Hat Alta	52 30	35 00		
Crow Lake	Frontenac O	56 20	35 00		
Crowland	Welland O	93 90	47 00		
Crow's Nest	Guysborough N.S	10 00	*d*47 00		
Crow's Nest	Kootenay B.C	406 95	182 50		19 00
Croydon	Lennox & Addington O	125 50	*d*86 00		6 00
Crozier	Th. Bay & Rainy R. O	53 05	35 00		
Cruickshank	Grey, N.R. O	23 00	35 00		
Crumlin	Middlesex, E.R. O	104 89	60 00		6 00
Crystal	Leeds O	50 75	35 00		
Crystal Falls	Argenteuil Q	110 00	43 00		
a Crystal Lake	Mackenzie Sask	7 00	8 75		
Crystal Rock	Grenville O	40 25	35 00		
Crystal Springs	Prince Albert Sask	31 00	35 00		
Culham	Red Deer Alta	50 75	35 00		
Culdaff	Dorchester Q	58 90	*d*47 00		
c Culloden	Oxford, S.R. O	188 00	99 00		6 00
Culloden	Digby N.S	61 25	30 93		
Culloden	Queens P.E.I	19 70	35 00		
Cullyton	Humboldt Sask	46 84	35 00		
Culross	Macdonald M	193 44	93 00		6 00
Cultus	Norfolk O	146 60	69 00		6 00
Cumberland Bay	Sunbury & Queens N.B	186 45	92 00	18 00	6 00
Cumberland	Queens P.E.I	27 30	35 00		
Cumberland House	Prince Albert Sask	43 35	35 00		
Cumberland Mills	Beauce Q	40 40	35 00		
Cumberland Point	Sunbury & Queens N.B	30 00	35 00		
Cummings' Cove	Charlotte N.B	36 50	35 00		
Cumming's Mountain	Pictou N.S	18 00	35 00		
Cummings	Strathcona Alta	109 63	51 00		6 00
Cumnock	Wellington, S.R. O	68 45	35 00		
Cundles	Simcoe, N.R. O	59 50	35 00		
Curlew	Red Deer Alta	196 64	74 00		6 00
Currieburg	York N.B	26 25	35 00		
Currie's Crossing	Oxford, S.R. O	113 15	63 50		6 00
Curry Hill	Glengarry O	32 00	35 00		
Curryville	Kings & Albert N.B	59 95	*d* 47 00		

a Opened 1-1-11 *c* Closed 18-6-10; re-opened 1-8-10. *d* Including $12 night allowance. *e* Lat Colley. *j* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Curt Hill	Assa.....Sask	24 98	35 00	....	....
Curve Lake	Peterborough, W.R....O	26 00	35 00	....	....
Curventon	Northumberland.....N.B	30 90	35 00	....	....
Cushendall	Frontenac.....O	25 00	35 00	....	....
Cut Bank	Macleod.....Alta	7 72	35 00	....	....
Cuthbert	Lambton, W.R.....O	29 05	35 00	....	....
Cut Knife	Battleford.....Sask	120 70	45 00	....	....
Cymbria	Queens.....P.E.I	81 00	52 00	....	6 00
Cypress	Moosejaw.....Sask	20 45	35 00	....	....
Cyr	Bonaventure.....Q	28 00	35 00	....	....
b Czar	Red Deer.....Alta	101 65	17 50	....	....
DACOTAH	Renfrew, S.R.....O	198 59	95 00	46 00	6 00
Dacre	Macdonald.....M	124 42	*e*85 42	....	6 00
Dahinda	Regina.....Sask	31 25	35 00	....	....
Daigle	Victoria.....N.B	45 50	35 00	....	....
D'Aiguillon	Gaspé.....Q	33 90	35 00	....	....
D'Ailleboust	Qubeec.....Q	21 95	35 00	....	....
Dairy Valley	Missisquoi.....Q	18 00	35 00	....	....
Dale	Kings.....N.S	48 70	35 00	....	....
Dalesboro'	Assa.....Sask	33 00	35 00	....	....
Dalesville	Argenteuil.....Q	145 75	77 00	11 00	6 00
*a*Daleview	Regina.....Sask	97 30	35 00	....	....
Dalhousie East	Kings.....N.S	83 71	38 00	24 00	....
Dalhousie Junction	Restigouche.....N.B	134 25	*g*64 00	3 00	6 00
Dalhousie Lake	Lanark, N.R.....O	64 05	35 00	....	....
Dalhousie Mills	Glengarry.....O	75 05	45 00	....	....
Dalhousie Road	Lunenburg.....N.S	87 16	44 00	8 00	....
Dalhousie Settlement	Pictou.....N.S	33 75	*g*45 00	....	....
Dalhousie West	Annapolis.....N.S	59 00	35 00	....	....
Dalling	Shefford.....Q	44 75	35 00	....	....
Dalmas	Chicoutimi & Saguenay Q	78 65	35 00	....	....
Dalmeny	Russell.....O	155 90	64 00	....	6 00
Dalroy	Calgary.....Alta	198 40	57 50	....	3 00
Dalrymple	Victoria & Haliburton.O	133 12	58 00	2 25	6 00
Dalston	Simcoe, N.R.....O	179 21	92 00	....	6 00
Daly	Brandon.....M	8 00	35 00	....	....
Damascus	Wellington, N.R.....O	135 25	70 00	....	6 00
Damascus	Kings.....N.B	7 25	35 00	....	....
*s*Dam Creek	Algoma, W.R.....O	....	2 91	....	....
Danby	Drum'nd & ArthabaskaQ	110 00	48 00	24 00	....
Danbury	MacKenzie.....Sask	18 00	35 00	....	....
Dane	Nipissing.....O	78 05	74 00	....	6 00
Danesville	Shelburne & Queens..N.S	10 07	35 00	....	....
Danford Lake	Pontiac.....Q	255 00	110 00	3 00	13 00
Danforth	York, C.R.....O	49 25	35 00	....	....
*c*Daniel	Sunbury & Queens..N.B	29 75	23 33	....	....
Daniston	Russell.....O	53 00	35 00	....	....
Dante	Kent, E.R.....O	44 84	35 00	....	....
Danvers	Digby.....N.S	56 75	35 00	....	....
Danvers	Marquette.....M	59 00	35 00	....	....
Danville	Carleton.....N.B	14 30	35 00	....	....
D'Arcy	Frontenac.....O	17 00	35 00	....	....
Darcyville	Lanark, S.R.....O	13 00	35 00	....	....
D'Argenson	Laval.....Q	9 00	35 00	....	....
Darling Lake	Yarmouth.....N.S	65 00	35 00	....	....
Darling Road	Haldimand.....O	204 58	*f*119 50	....	9 50

b Opened 1-10-10. *e* Including $16.42 night allowance. *a* Late Danesmoor. *c* Closed 1-12-10
f Including $12 night allowance. *g* Including $10 night allowance. *s* Closed 1-5-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Darlington	Durham O	80 65	54 00		6 00
Darlington	Queens P.E.I.	42 50	35 00	14 00	
Darnley	Prince P.E.I.	78 10	38 00		
*d*Darrell	Kent, E.R. O	5 65	23 33		
D'Artagnan	Lévis Q	35 25	35 00	3 00	
Dartford	Northumberland, E.R. O	118 50	66 00		6 00
Dartmoor	Victoria & Haliburton O	46 55	35 00		
Dartville	Colchester N.S	23 00	35 00		
Darveau	Lévis Q	43 56	35 00		
D'Autray	Berthier Que	20 00	35 00		
Davidson Corners	Wright Q	19 32	35 00		
Davidson Hill	Shefford Q	21 25	35 00		
Davin	Qu'Appelle Sask	146 72	52 00		
Davis	Kings & Albert N.B	29 00	35 00		
Davis	Prince Albert Sask	60 75	35 00		
Davisburg	Macleod Alta	84 25	56 00		6 00
*b*Davis Corners	York, N.R. Ont	42 00	35 00		
Davis Creek	Moosejaw Sask	80 50	35 00		
Davis Mills	Renfrew, N.R. O	25 55	35 00		
Davison Street	Kings N.S	42 75	35 00		
a Davyroyd	Moosejaw Sask	48 16	20 41		
Dawn Mills	Kent, E.R. O	87 70	56 00		6 00
Dawn Valley	Lambton, W.R. O	45 96	35 00		
Dawson Settlement	Kings & Albert N.B	26 30	35 00		
Dawsonville	Restigouche N.B	30 00	35 00		
Day Mills	Algoma, E.R. O	80 75	55 00		6 00
Day's Corner	Kings & Albert N.B	22 00	35 00		
Dayspring	Lunenburg N.S	94 25	48 00		
Daysville	Battleford Sask	119 50	35 00	8 33	
Dayton	Yarmouth N.S	29 25	35 00		
Dayton	Algoma, E. R. O	45 00	35 00		
Deacon	Renfrew, N.R. O	16 00	35 00		
Dead Creek	Frontenac O	73 81	39 00		
Dead Moose Lake	Humboldt Sask	44 45	35 00	9 50	
Deadwood	Yale-Cariboo B.C	18 50	35 00		
Dean	Halifax N.S	119 00	61 00	5 00	6 00
Deanton	Moosejaw Sask	130 85	44 00	67 50	3 00
Deans	Haldimand O	14 00	35 00		
Debay Cove	Halifax N.S	34 25	35 00		
DeBlois Station	Prince P.E.I	45 00	*g*45 00		
DeCewsville	Haldimand O	131 77	68 00		6 00
q Deckerville	Moosejaw Sask	72 92	26 25		
De Clare	Marquette M	13 75	35 00		
Deemerton	Bruce, S.R. O	121 54	51 00		6 00
Deep Brook	Annapolis N.S	334 99	173 00	5 00	19 00
Deep Cove	South Cape Breton N.S	10 00	35 00		
Deep Cove Island	Yarmouth N.S	94 80	44 00		
Deep Creek	Yale-Cariboo B.C	15 00	35 00		
Deepdale	Inverness N.S	5 00	35 00		
Deerbrook	Essex, N.R. O	19 18	35 00		
Deerfield	Yarmouth N.S	79 80	37 00		
*e*Deer Hill	Battleford Sask	20 60	29 16		
Deer Horn	Daupbin M	76 90	35 00	4 25	
Deerhurst	Simcoe, S.R. O	106 70	50 00		
Deer Lake	Victoria & Haliburton O	16 00	35 00		
Deer Lodge	Prince Albert Sask	8 00	35 00		
Deer Park	Kootenay B.C	156 59	*h*78 00		6 00

a Opened 1-9-10. *b* Opened 1-4-10. *d* Closed 30-11-10. *c* Closed 1-8-11. *g* Including $10 night allowance. *h* Including $20 night allowance. *q* Opened 1-7-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ c.	$ c.	$ c.	$ c.
Deerville	Carleton N.B	26 80	35 00		
Deerwood	Macdonald M	34 05	35 00		
Dee Side	Bonaventure Q	11 00	35 00		
f DeGrassi Point	Simcoe, S.R. O	110 00	55 00		6 00
DeGros Marsh	Kings P E.I	24 60	35 00	3 00	
e Delage	Quebec Que	18 00	33 65		
Delagrave	Montmagny Q	131 90	66 00		6 00
Delamarre	Megantic Q	21 98	35 00		
Delap's Cove	Annapolis N.S	30 00	35 00		
d De Lesseps	Terrebonne Q	48 00	17 50		
Delhaven	Kings N.S	40 00	35 00		
Delia	Red Deer Alta	109 64	35 00		
Dell	Compton Q	30 00	35 00		
Dellwood	Humboldt Sask	17 00	35 00		
Delmer	Oxford, S.R. O	105 00	62 00		6 00
Delmont	Huntingdon Q	25 00	35 00		
Delta	Newwestminster B.C	30 25	35 00		
Demaine	Moosejaw Sask	50 59	35 00		
Demers	Lotbinière Que	28 99	35 00		
Demeules	Chicoutimi & Saguenay Q	89 65	52 50		3 00
Denison's Mills	Richmond & Wolfe Q	73 00	40 00		
Denison	Regina Sask	129 71	63 00	*h*5 46	6 00
Denman Island	Comox-Atlin B.C	250 31	105 00		13 00
Dennington	Assa Sask	4 50	35 00		
Dennistown	Inverness N.S	37 85	35 00		
Denonville	Chicoutimi & Saguenay Q	15 00	35 00		
Densmore's Mills	Hants N.S	32 25	35 00		
Denver	Guysborough N.S	22 50	*g*45 00		
e Denzil	Battleford Sask	32 00	2 91		
Depew	Humboldt Sask	16 50	35 00		
De Queylus	Laval Q	161 25	68 00		6 00
Dequen	Chicoutimi & Saguenay. Q	293 75	*j*132 50		13 00
De Ramsey	Joliette Q	36 75	*g*45 00		
Derby	Northumberland. N.B	138 80	75 00		6 00
Derby Junction	Northumberland N.B	91 70	35 00		
Derby Mills	Grey, N.R. O	9 00	35 00		
Dereham Centre	Oxford, S.R. O	129 75	63 00		6 00
Dermid	Th'nder B. & Rainy R. O	21 00	35 00		
Derrynane	Wellington, N.R O	16 00	35 00		
Derryville	Ontario, N.R. O	194 80	98 00		6 00
Derry, West	Peel O	21 50	35 00		
Derwent	Middlesex, E.R. O	102 62	50 00		6 00
De Sable	Queens P.E.I	66 75	37 00		
Desaulniers	Nipissing O	19 00	35 00		
Deschambault Station	Portneuf Q	51 50	35 00		
Deschênes Mills	Wright Q	184 95	101 00		9 50
Desert Lake	Frontenac O	42 50	35 00		
Desford	Souris M	223 50	97 00		6 00
Deshaies	Nicolet Q	68 35	35 00		
Desjarlais	Victoria Alta	44 75	35 00		
Desmond	Lennox & Addington O	24 00	35 00		
Desrosiers	Two Mountains Q	23 70	35 00		
Des Prairies	Moosejaw Sask	*i*9 00			
p Desormeaux	Labelle Que	49 50	35 00		
Detlor	Hastings, E.R O	193 87	89 00		6 00
a Deveron	Qu'Appelle Sask	48 00	11 67		
b Deville	Strathcona Alta	17 91	20 41		

a Opened 1-12-10. *b* Opened 1-9-10. *c* Opened 15-4-10. *d* Opened 1-10-10. *c* Opened 1-3-11.
f Summer office. *g* Including night allowance. *h* Including $2.46 arrears forward allowance.
i Credit supply for a new office not yet opened. *j* Including $15 night allowance. *p* Late Lac Rond.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Devils Lake	Mackenzie ... Sask	18 75	35 00		
Devizes	Middlesex, E.R. ... O	66 00	39 00		
Devon	Halifax ... N.S	11 25	35 00		
Dewar Lake	Battleford ... Sask	50 75	35 00		
Dewberry	Victoria ... Alta	153 35	85 00	13 33	6 00
Dewdrop	Moosejaw ... Sask	49 29	35 00		
DeWinton	Macleod ... Alta	330 85	159 00	56 00	19 00
Dewittville	Huntingdon ... Q	296 00	*f*166 00	8 00	19 00
De Wolfe	Charlotte ... N.B	28 50	35 00		
Dexter	Elgin, E.R. ... O	75 00	35 00		
De Yoe	Moosejaw ... Sask	39 90	35 00		
Diamond	Carleton ... O	34 00	35 00		
Diamond	Pictou ... N.S	40 00	*g*45 00		
c Dickens	Macdonald ... Man	544 25	30 57		
Dickson	Red Deer ... Alta	131 25	41 00		
Dieppe	St. John's & Iberville ... Q	35 00	35 00		
Diligence	Edmonton ... Alta	39 00	35 00		
Diligent River	Cumberland ... N.S	232 51	96 00		6 00
c Dilke	Regina ... Sask	9 00	2 91		
Dillon Port	Parry Sound ... O	29 00	35 00		
Dimock Creek	Bonaventure ... Q	72 50	35 00		
Dina	Strathcona ... Alta	70 95	40 00		
Dingwall	North Cape Breton and Victoria ... N.S	40 00	35 00		
Dingwell's Mills	Kings ... P.E.I	19 50	35 00		
Dinorwic	Thunder Bay and Rainy River ... O	192 06	225 00		22 00
Dinsmore	Moosejaw ... Sask	141 00	94 00	24 00	6 00
Dinton	Macleod ... Alta	104 32	35 00		
*s*Dion Mill	Megantic ... Q	17 00	26 25		
Dipper Harbour	St. John ... N.B	15 60	35 00		
Dipper Harbonr, West	St. John ... N.B	35 25	35 00		
Dirleton	Carleton ... O	53 75	44 00		
Diver	Nippissing ... O	239 20	105 00		13 00
Dixon	Stormont ... O	43 48	35 00		
Dixon	Snnbury & Queens ... N.B	91 80	43 00		
Dixon's Corners	Dundas ... O	169 45	95 00	16 00	6 00
*a*Dnieper	Dauphen ... Man	24 75	17 50		
Dniester	Mackenzie ... Sask	37 50	35 00		
Dobson's Corner	Westmoreland ... N.B	34 95	35 00		
Doctor's Brook	Antigonishe ... N.S	31 00	35 00		
Dodd Lake	Labelle ... Q	29 00	35 00		
Doe Lake	Parry Sound ... O	55 45	*f*50 00		
Dog Creek	Yale-Caribou ... B.C	94 55	35 00	8 00	
Dog Creek	Dauphin ... M	42 50	35 00	3 00	
Dogherty	Sunbury & Queens ... N.B	24 65	35 00		
Dog Pound	Calgary ... Alta	155 35	93 00		6 00
Doherty	Pontiac ... Q	27 02	35 00		
Dolbeau	Chicoutimi & Saguenay. Q	126 15	65 00	6 00	6 00
Dolcy	Strathcona ... Alta	34 44	35 00		
Dollar	York, C.R ... O	55 00	35 00		
Dollard	Moose Jaw ... Sask	47 76	35 00		
Dominionville	Glengarry ... O	148 94	80 00		6 00
Domremy	Prince Albert ... Sask	145 00	58 00		6 00
Domville	Grenville ... O	81 00	35 00		
Don	York, S.R. ... O	71 55	35 00		
Donald	Victoria & Haliburton. O	317 80	178 00		19 00
Donaldson	Frontenac ... O	42 25	35 00		

c Opened 17-5-10. *e* Opened 1-3-11. *f* Including $15 night allowance. *g* Including $10 night allowance. *a* Opened 1-10-10. *s* Temporarily closed.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Donaldston	Queens, P.E.I	12 00	35 00		
Donegal	Perth, N.R., O	94 55	68 00		6 00
Donegal	Kings & Albert, N.B	4 00	35 00		
Dongola	Victoria & Haliburton, O	28 00	35 00		
Donlands	York, S.R., O	41 75	35 00		
*b*Donnell	Renfrew, S.R., Ont	59 69	23 33		
Donnybrook	Pictou, N.S	5 00	35 00		
Dorchester Crossing	Westmoreland, N.B	44 00	35 00	5 00	
Dorenlee	Red Deer, Alta	54 50	35 00		
Dorking	Wellington, N.R., O	94 79	45 00		
Dorland	Lennox & Addington, O	118 50	*d*82 00		6 00
Dorn Ridge	York, N.B	20 00	35 00		
Dornville	Q	*g*10 00			
Dorothy	Medicine Hat, Alta	269 78	110 00	54 16	13 00
*c*Dorr	Kootenay, B.C	106 15	33 65		
Dorris	Red Deer, Alta	17 10	35 00		
Dorval	Jacques Cartier, Q	449 25	192 00		19 00
Dot	Yale-Cariboo, B.C	74 95	35 00		
Doucettville	Digby, N.S	91 25	38 00		
Doucet	Chic. & Sag., Q	12 00	35 00		
Douglas	York, N.B	46 00	35 00		
Douglasburg	Laprairie & Napierville, Q	10 00	*f*45 00		
Douglasfield	Northumberland, N.B	6 00	35 00		
Douglas Harbour	Sunbury & Queens, N.B	70 10	35 00		
Douglas Lake	Yale-Cariboo, B.C	85 75	35 00		
Douglaston	Assa, Sask	71 45	35 00		
Douglas West	Gaspé, Q	31 25	35 00		
Douro	Peterborough, E.R., O	126 50	69 00		6 00
Dovedale	Saltcoats, Sask	12 00	35 00		
Dover	Westmoreland, N.B	32 50	35 00		
Dover Centre	Kent, W.R., O	72 85	41 00		
Dover Hill	Victoria, N.B	20 00	35 00		
Dover South	Kent, W.R., O	48 05	68 00		6 00
Dover West	Halifax, N.S	48 50	35 00		
Dowd Hill	Battleford, Sask	69 70	35 00		
Downer Corners	Peterboro, E.R., Ont	17 00	35 00		
Dowling Lake	Red Deer, Alta	56 45	35 00		
Downeyville	Victoria & Haliburton, O	151 00	65 00		6 00
Downeyville	Kings & Albert, N.B	40 50	35 00		
Downsview	York, S.R., O	138 55	49 50		3 00
Dow Settlement	York, N.B	23 00	35 00		
Dowville	York, N.B	20 00	35 00		
Doyle	Pontiac, Q	92 00	39 50		
Doyles	Kent, W.R., O	47 00	35 00		
Doyles Brook	Northumberland, N.B	27 00	35 00		
Doyle Settlement	Restigouche, N.B	12 00	35 00	3 00	
Dozois	Laprairie & Napierville, Q	11 00	35 00		
Dracon	Wellington, N.R., O	37 27	35 00		
Drew	Wellington, N.R., O	45 52	35 00		
Drew Station	Wellington, N.R., O	133 50	64 00		6 00
Drobot	McKenzie, Sask	26 00	35 00		
Dromore	Queens, P.E.I	11 25	35 00		
Dromore West	Queens, P.E.I	11 00	35 00		
a Dropmore	Marquette, M	71 90	*h*31 48		
Drumhead	Guysboro, N.S	106 89	54 00		6 00
Drumheller	Medicine Hat, Alta	*c*10 00			
Drummond	Lanark, S.R., O	85 50	35 00		
Drummond	Victoria, N.B	38 65	35 00		

a Opened 16-7-10. *b* Opened 1-8-10. *c* Opened 15-4-10. *d* Including $15 night allowance. *g* Credit Supply for a new office not yet opened. *f* Including $10 night allowance. *h* Including $6.66 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Drummondville	Richmond.....N.S	51 50	35 00	*d*6 75	
Drummond Station	Peterboro, E.R.....O	26 00	35 00		
Drumquin	Halton.....O	48 87	35 00		
Dry Fork	Macleod.....Alta	74 50	35 00		
Dry River	Souris.....M	192 00	50 00		
Drysdale	Huron, S.R.....O	133 55	67 00		6 00
Duagh	Edmonton.....Alta	34 75	35 00		
Dublin Shore	Lunenburg.....N.S	104 01	53 00		6 00
Dubuque	Kent, W.R.....O	41 05	35 00		
Duclos	Wright.....Q	89 90	48 60	5 00	3 00
Duck Range	Yale-Cariboo.....B.C	81 10	50 00		
Duck Creek	Sunbury & Queens..N.B	18 00	35 00		
Duck Mountain	Dauphin.....M	26 00	35 00		
Dudley	Muskoka.....O	90 46	42 50		
Dudswell Centre	Richmond & Wolfe...Q	34 75	35 00		
Dudswell Junction	Richmond & Wolfe...Q	104 00	49 00		3 00
b Duff	Saltcoats.....Sask	78 29	20 41		
Dufferin	Frontenac.....O	53 79	38 00		
Dufferin	Sunbury & Queens..N.B	8 25	35 00		
Dufferin Mines	Halifax.....N.S	15 00	35 00		
Dufour	Charlevoix.....Q	22 80	*c*53 00		
Dufresne	Provencher.....M	38 50	35 00		
Dufrost	Provencher.....M	88 00	35 00	24 00	
Dugald	Selkirk.....M	187 10	111 00		13 00
Dugas	Gloucester.....N.B	20 00	35 00		
Duguayville	Gloucester.....N.B	18 00	35 00		
Duguesclin	Montmagny.....Q	79 25	58 00		6 00
*a*Duhamel	Strathcona.....Alta	10 00	8 75		
Duhamel	Labelle.....Q	48 95	35 00		
Dumas	Assa.....Sask	213 53	*f*117 00	*f*21 66	13 00
Dumbarton Station	Charlotte.....N.B	50 00	35 00		
Dumblane	Bruce, N.R.....O	43 65	35 00		
Dumfries	York.....N.B	42 00	35 00		
Dummer	Regina.....Sask	79 50	35 00		
Dumoine	Pontiac.....Q	53 25	35 00	14 00	
Dunallen	Souris.....M	18 75	35 00		
Dunany	Argenteuil.....Q	11 00	35 00		
Dunara	Selkirk.....M	46 28	35 00	6 00	
Dunboro'	Missisquoi.....Q	45 00	35 00		
Dunboyne	Elgin, E.R.....O	59 00	35 00		
Duncan	Grey, E.R.....O	124 00	57 00		6 00
Duncan	Lunenburg.....N.S	56 15	35 00		
Duncan Cove	Halifax.....N.S	7 25	35 00		
Duncan Station	Drum'd & Arthabaska.Q	87 18	40 00		
Duncrief	Middlesex, N.R.....O	73 95	51 00		3 00
Dundas	Kent.....N.B	24 00	35 00		
Dundas	Kings.....P.E.I	208 80	114 00		13 00
Dundee	Restigouche.....N.B	13 00	35 00		
Dundee	Selkirk.....M	40 45	35 00		
Dundee	Richmond.....N.S	7 00	35 00		
Dundee Centre	Huntingdon.....Q	131 00	58 00		6 00
Dundela	Dundas.....O	134 44	68 00		6 00
Dundonald	Northumberland, E.R.O	88 38	56 00		3 00
Dunedin	Simcoe, N.R.....O	122 25	73 00		6 00
Dunedin	Queens.....P.E.I	26 00	35 00		
Dungiven	Westmorcland.....N.B	22 50	35 00		

b Opened 1-9-10. *c* Including $18 night allowance. *d* Including 75c. arrears forward allowance.
a Re-opened 1-1-11. *f* Including $11 arrears of salary and $1.66 arrears forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dunkeld	Bruce, S.R ... O	20 75	35 00		
Dunkerron	Simcoe, S.R ... O	43 50	35 00		
Dunkin	Brome ... Q	122 05	*c*78 00		6 00
Dunleath	Mackenzie ... Sask	2 00	35 00		
Dunlop	Huron, W.R ... O	142 00	53 00		6 00
Dunlop	Gloucester ... N.B	33 50	35 00		
Dunmaglass	Antigonishe ... N.S	15 00	35 00	3 00	
Dunmore	Antigonishe ... N.S	13 00	35 00		
Dunmore	Renfrew, N.R ... O	68 55	35 00		
Dunnet	Nipissing ... O	40 95	35 00		
Dunn's Valley	Algoma, E.R ... O	53 00	35 00		
Dunraven	Pontiac ... Q	103 35	51 00	3 00	6 00
Dunrobin	Carleton ... O	151 98	86 00		6 00
Dunsford	Victoria & Haliburton . O	305 29	142 00	3 00	13 00
Dunstable	Edmonton ... Alta	89 83	40 00	38 00	
Dunstaffnage	Queens ... P.E.I	31 60	35 00		
Dunstan	Lisgar ... M	30 00	35 00		
Dunvegan	Edmonton ... Alta	21 51	30 67		
Dunvegan	Inverness ... N.S	78 25	*e*52 00	10 00	
Dupey's Corner	Westmoreland ... N.B	93 00	35 00		
*d*Duplin	Richmond & Wolfe ... Q	22 75	32 08		
Dupuis	Assa ... Sask	33 49	35 00	3 00	
Dupuis Corners	Huntingdon ... Q	43 05	35 00		
Durell	Kings ... P.E.I	11 10	35 00		
Durham Bridge	York ... N.B	134 13	74 00	5 00	6 00
Durham Centre	Restigouche ... N.B	314 06	133 00		13 00
Durieu	New Westminster ... B.C	49 75	35 00		
*b*Dusseldorf	Edmonton ... Alta	20 00	29 16		
Dutch Brook	South Cape Breton . N.S	18 00	35 00		
Dutch Settlement	Halifax ... N.S	24 50	35 00		
Duthie	New Westminster ... B.C	30 50	35 00		
Duthill	Lambton, W.R ... O	54 00	35 00		
Duvar Road	Prince ... P.E.I	46 25	35 00		
Duval	Humboldt ... Sask	427 70	127 50	24 00	16 00
Duxbury	Strathcona ... Alta	47 80	35 00		
Dwight	Muskoka ... O	291 25	139 00		13 00
Dwyer Hill	Carleton ... O	138 94	81 00		6 00
Dyer	Stormont ... O	26 00	35 00		
Dyer's Bay	Bruce, N.R ... O	100 00	45 00		
Dyment	Thunder Bay and Rainy River ... O	62 00	35 00		
Dynevor	Selkirk ... M	7 25	35 00		
Dysart	Saltcoats ... Sask	404 20	*p*159 00		13 00
EADY	Simcoe, E.R ... O	139 55	59 50		3 00
Eagle Butte	Medicine Hat ... Alta	225 05	106 00		13 00
Eagle Creek	Sask ... Sask	73 12	50 00	10 00	
Eagle Head	Shelburne & Queens . N.S	46 02	35 00		
Eagle Hill	Red Deer ... Alta	115 44	52 00	5 00	3 00
Eagle Lake	Parry Sound ... O	13 00	35 00		
Eakindale	Saltcoats ... Sask	5 00	35 00		
Eamer's Corners	Stormont ... O	37 77	35 00		
Eardley	Wright ... Q	167 10	96 00		6 00
Ear Hill	Battleford ... Sask	28 65	35 00		
Earlie	Strathcona ... Alta	37 90	35 00		
Earling	Strathcona ... Alta	38 00	35 00		

b Opened 1–6–10. *d* Opened 1–5–10. *c* Including $20 night allowance. *e* Including $16 night allowance. *p* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Earlswood	Qu'Appelle, Sask	22 00	35 00		
Earnscliffe	Dufferin, O	24 00	35 00		
Earnscliffe	Queens, P.E.I	64 25	35 00		
Earlville	Red Deer, Alta	76 75	38 00		
East Advocate	Cumberland, N.S	53 05	35 00		
East Aldfield	Pontiac, Q	45 50	35 00		
East Amherst	Cumberland, N.S	48 50	35 00		
East Baltic	Kings, P.E.I	38 00	35 00		
East Bay	Dauphin, M	85 00	35 00	4 25	
East Bay	South Cape Breton, N.S	100 00	44 00	24 00	
East Bay, North Side	North Cape Breton and Victoria, N.S	30 40	35 00		
East Bolton	Brome, Q	160 50	*b*96 00	8 00	6 00
Eastbourne	Humboldt, Sask	15 00	35 00		
East Brenton	Yarmouth, N.S	17 00	35 00		
East Brighton	Carleton, N.B	18 25	35 00		
Eastbrook	Moosejaw, Sask	13 75	35 00		
East Brookville	Cumberland, N.S	*e*9 00			
Eastburg	Edmonton, Alta	57 95	35 00		13 00
East Burnaby	New Westminster, B.C	279 50	140 00		
East Chebogue	Yarmouth, N.S	27 00	35 00		
East Chezzetcook	Halifax, N.S	127 00	40 00	8 00	
East Chilliwack	New Westminister, B.C	43 95	35 00		
East Clifton	Compton, Q	106 75	59 00	3 00	6 00
East Clover Bar	Victoria, Alta	32 00	50 00	2 25	3 00
East Dover	Halifax, N.S	45 57	35 00		
East Dudswell	Richmond & Wolfe, Q	16 00	35 00		
East Dunham	Missisquoi, Q	31 25	*c*45 00		
East Earltown	Colchester, N.S	43 75	35 00		
East End	Moosejaw, Sask	170 60	68 00	10 00	6 00
East Emily	Victoria & Haliburton, O	10 00	*a*36 36		
Eastern Points	Lunenburg, N.S	23 85	35 00		
East Ferry	Digby, N.S	17 95	35 00		
East Folly Mountain	Colchester, N.S	44 30	35 00		
East Fraserville	Cumberland, N.S	49 00	35 00		
East Galloway	Kent, N.B	12 00	35 00		
Eastgate	Edmonton, Alta	16 00	35 00		
East Glassville	Carleton, N.B	38 35	35 00		
East Hall's Harbour Road	Kings, N.S	26 25	35 00		
East Hereford	Compton, Q	155 65	77 00		6 00
East Hill	Brome, Q	26 00	*s*47 00		
East Hungerford	Hastings, E.R., O	10 00	35 00		
East Inglisville	Annapolis, N.S	22 35	35 00		
East Jeddore	Halifax, N.S	101 72	38 00		
East Kelowna	Yale-Cariboo, B.C	80 55	35 00		
East Kemptville	Yarmouth, N.S	38 55	35 00		
Eastlake	Inverness, N.S	25 00	35 00		
East Lake Road	Prince Edward, O	89 04	46 00		
East Leicester	Cumberland, N.S	74 90	52 00		6 00
East Linden	Cumberland, N.S	14 20	35 00		
East Linton	Grey, N.R, O	36 60	35 00		
q East Magdala	Megantic, Q	1 00	33 45		
East Mapleton	Cumberland, N.S	28 20	35 00		
East Margaree	Inverness, N.S	78 75	45 00		
East Margaretsville	Annapolis, N.S	95 25	41 00		
East Mines Station	Colchester, N.S	124 50	54 00		6 00
East Mountain	Colchester, N.S	35 00	35 00		

a Including $1.36 arrears. *b* Including $15 night allowance. *c* Including $10 night allowance.
e Credit supply for a new office not yet opened. *q* Closed 1-3-11. *s* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
East New Annan	Colchester N.S	29 25	35 00		
East Newbridge	Carleton N.B	9 00	35 00		
East Oakland	Brant O	134 15	49 00		
East Oro	Simcoe, N.R O	85 75	35 00		
East Oxford	Grenville O	38 25	35 00		
East Pinnacle	Missisquoi Q	20 00	*c*47 00		
East Point	Kings P.E.I	36 00	35 00		
East Port Medway	Shelburne & Queens N.S	99 25	43 00		
East River	Lunenburg N.S	74 00	38 00		
East River, St Mary's	Pictou N.S	75 05	*c*52 00	4 00	
East River, Sheet Harbour	Halifax N.S	128 12	*c*83 00		6 00
East Rogerville	Northumberland N.B	35 00	35 00		
East Roman Valley	Guysborough N.S	62 00	35 00		
East Royalty	Queens P.E.I	11 10	35 00		
East St. John	St. John N.B	*d* 6 00			
East Sable River	Shelburne & Queens N.S	66 00	35 00		
a East Scotch Settlement	King & Albert N.B	28 83	33 13		
East Side Port L'Hébert	Shelburne & Queens N.S	47 45	35 00		
East Side of Ragged Island	Shelburne & Queens N.S	59 00	35 00		
East Sooke	Nanaimo B.C	44 50	35 00		
East Southampton	Cumberland N.S	86 25	50 00	14 00	
Eastview	Moosejaw Sask	35 00	35 00		
Eastville	Colchester N.S	121 40	66 00		6 00
East Wallace	Cumberland N.S	38 45	35 00		
East Walton	Hants N.S	53 25	35 00		
East Waterville	York N.B	20 50	35 00		
East Wellington	Nanaimo B.C	60 25	35 00		
East Wentworth	Cumberland N.S	140 29	76 00		6 00
East Williamsburg	Dundas O	21 00	35 00		
Eaton	Compton Q	175 83	96 00		6.00
Eatonville	Cumberland N.S	38 00	35 00		
Ebbsfleet	Prince P.E.I	21 20	35 00		
Ebenezer	Queens P.E.I	29 00	35 00		
Ebenezer	Mackenzie Sask	60 75	35 00		
Eberts	Kent, E.R O	141 16	58 00		6 00
Ebordale	Grey, S.R O	85 25	50 00		6 00
Echo Place	Brant O	351 22	156 00		19 00
Echo Vale	Compton Q	96 00	48 00	14 00	
Economy Point	Colchester N.S	61 00	*c*48 00		
Ecum Secum	Guysborough N.S	168 81	67 00		6 00
Ecum Secum Bridge	Halifax N.S	147 84	77 00		6 00
Edam	Battleford Sask	83 50	35 00		
Eddleston	Humboldt Sask	11 90	35 00		
Eddystone	Northumberland, W.R. O	67 55	37 00		
Eden	Elgin, E.R O	213 45	*c*127 00		13 00
Eden Grove	Bruce, S.R O	201 09	*e*108 00		6 00
Edenbridge	Prince Albert Sask	92 20	38 00		
n Edenkillie	Regina Sask	30 16	20 41		
Eden Lake	Pictou N.S	15 50	*c*47 00		
Edenland	Qu'Appelle Sask	9 00	35 00		
Eden Mills	Wellington, S.R O	163 68	105 00		9 50
Eden Valley	Mackenzie Sask	26 40	35 00	1 50	
Edensville	Red Deer Alta	69 90	66 00		6 00
Edenwold	Regina Sask	19 05	35 00		
Edgar	Simcoe, N.R O	199 21	106 00		13 00
Edgar Mills	Essex, S.R O	90 67	40 00		
Edge Hill	Grey, S.R O	58 00	35 00		

a Closed from 11-4 to 1-5-10. *c* Including $12 night allowance. *d* Credit supply for a new office not yet opened. *e* Including $20 night allowance. *n* Opened 1-9-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Edgely	Qu'Appelle ... Sask	52 60	35 00		
Edgett's Landing	Kings & Albert ... N.B	225 00	86 00		6 00
Edgewood	Kootenay ... B.C	204 71	93 00		6 00
Edmonds	New Westminster ... B.C	406 40	119 00		12 50
Edmondville	Lotbinière ... Q	67 25	35 00		
Edmore	Humboldt ... Sask	20 75	35 00		
Ednaburg	Battleford ... Sask	61 80	35 00		
Edville	Northumberland, E.R. ... O	61 00	40 00		
Edwand	Victoria ... Alta	44 25	35 00		
Edwards	Russell ... O	183 40	69 00		6 00
Edwards Point	Selkirk ... M	39 30	35 00		
Edwardsville	South Cape Breton ... N.S	18 00	35 00		
Edwell	Red Deer ... Alta	95 36	50 00		6 00
Edwin	Portage la Prairie ... M	88 35	47 00		
Edy's Mills	Lambton, W.R. ... O	153 00	66 00	5 63	6 00
Eel Brook	Yarmouth ... N.S	190 05	*f*109 00	3 00	6 00
Eel Cove	North Cape Breton and Victoria ... N.S	35 50	35 00		
Eel River Bridge	Northumberland ... N.B	48 30	35 00		
Eel River Lake	York ... N.B	40 85	35 00		
Effingham	Welland ... O	96 00	*j*60 00		
Egan Creek	Hastings, E.R. ... O	38 75	35 00		
Egbert	Simcoe, S.R. ... O	152 46	75 00		6 00
Egerton	Wellington, N.R. ... O	93 50	50 00	*d*3 50	6 00
Egg Island	Chicoutimi & Saguenay Q	10 75	*e*45 00		
Egg Lake	Edmonton ... Alta	21 00	35 00		
Egmondville	Huron, S.R. ... O	350 00	206 50		22 00
Egmont Bay	Prince ... P.E.I	37 30	35 00		
Egremont	Edmonton ... Alta	50 90	35 00		
Egypte	Shefford ... Q	45 80	35 00		
Eigenheim	Humboldt ... Sask	21 00	35 00		
Eight Island Lake	Guysborough ... N.S	16 00	35 00		
Eildon	Saskatoon ... Sask	16 50	35 00		
Ekfrid	Middlesex, W.R. ... O	197 00	121 00		13 00
Ekron	Huntingdon ... Q	14 00	35 00		
Elba	Dufferin ... O	31 00	35 00		
Elbourne	Humboldt ... Sask	*i*7 00			
Elbow River	Calgary ... Alta	38 65	35 00		
Elcan	Medicine Hat ... Alta	203 00	*h*59 15	2 25	3 00
Elcho	Lincoln ... O	70 00	*c*70 00		6 00
Elder	Dufferin ... O	37 50	35 00		
Elder's Mills	York, C.R ... O	67 25	41 00		
Eldon Station	Victoria & Haliburton ... O	123 84	64 00		6 00
Electric	Kent, W.R ... O	22 00	35 00		
Elford	Essex, S.R ... O	35 99	35 00		
Elfrida	Wentworth ... O		35 00		
Elgin	Pictou ... N.S	26 00	35 00		
Elginburg	Frontenac ... O	150 25	72 00		6 00
Elginfield	Middlesex, E.R. ... O	63 75	35 00		
a Elgin House	Muskoka ... O	290 00	150 00		19 00
Elgin Mills	York, C.R. ... O	139 75	90 50		6 00
Elgin Road	L'Islet ... Q	68 25	35 00		
Elia	York, S.R ... O	57 75	35 00		
Elizabeth Bay	Algoma, E.R ... O	20 25	35 00		
Elizabethville	Durham ... O	267 53	127 76		13 00
*b*Elkmouth	Kootenay ... B.C		24 58		2 17

d Including 50 cts. arrears forward allowance. *e* Including $10 night allowance. *f* Including $18 night allowance. *b* Closed 10-8-10. *e* Including $10 night allowance. *h* Including $1.65 arrears salary allowance. *i* Credit supply for a new office not yet opened. *a* Summer office. *j* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Elkton	Red Deer Alta	85 00	48 00	10 00	
Elk Creek	New Westminster B C	101 00	44 00		3 00
Elk Point	Victoria Alta	64 57	35 00		
Elk Prairie	Kootenay B.C	10 20	35 00		
Elkwater	Medicine Hat Alta	252 50	100 00		13 00
Ellaton	Norfolk O	31 00	35 00		
*c*Ellengowan	Bruce, S.R. O	5 00	8 75		
Ellen's Town	Northumberland N.B	18 00	35 00		
Ellerslie	Strathcona Alta	93 60	47 00	18 00	
Ellesmere	York, C.R. O	91 05	55 00		6 00
Elliott	Lanark, S.R. O	35 00	35 00		
Elliott's Corners	Simcoe, E.R. O	37 50	35 00		
Elliott's Mills	Queens P.E.I	30 05	35 00		
Elliott Vale	Kings P.E.I	17 00	35 00		
*d*Ellis Bay	Chicoutimi & Saguenay Q	142 00	57 68	*g*10 00	5 88
Ellisboro'	Qu'Appelle Sask	223 00	117 00		13 00
Ellis River	Prince P.E.I	10 80	35 00		
Ellisville	Leeds O	68 50	41 00		
Ellwood	Russell O	71 25	45 00		
Elm	Carleton O	29 45	35 00		
Elma	Dundas O	158 25	76 50		6 00
Elmbank	Peel O	94 50	49 00		3 00
Elm Brook	Prince Edward O	45 70	35 00		
Elmcroft	Charlotte N.B	17 50	35 00		
Elmfield	Pictou N.S	25 00	*e*45 00		
Elm Grove	Provencher M	51 67	35 00		
Elmgrove	Simcoe, S.R. O	96 85	42 00		
*a*Elm Park	Edmonton Alta	263 80	66 15		6 50
Elmhedge	Grey, N.R. O	19 00	35 00		
Elm Hill	Sunbury & Queens N.B	18 35	35 00		
Elmhurst	Kings & Albert N.B	35 00	35 00		
Elmira	Kings P.E.I	49 95	35 00		
Elmore	Assa Sask	113 50	69 00		6 00
Elmsdale	Prince P.E.I	211 50	*f*148 00		13 00
Elmside	Pontiac Q	161 02	72 00		6 00
Elm Springs	Moosejaw Sask	70 00	35 00		
Elmstead	Essex, N.R. O	144 09	*p* 90 00		6 00
Elmsvale	Halifax N.S	113 90	61 00		6 00
Elmsville	Charlotte N.B	139 75	67 00		6 00
Elm Tree	Frontenac O	88 45	39 00		
Elmview	Northumberland W.R. O	49 00	35 00		
Elmwood	Kings & Albert N.B	16 75	35 00		
Elmwood	Queens P.E.I	13 80	35 00		
Elnora	Red Deer Alta	32 00	35 00		
Eloida	Brockville O	29 08	41 00		
Elsie	Victoria & Haliburton O	22 50	35 00		
Elsinore	Bruce, N.R. O	123 55	69 00		6 00
Elton	Brandon M	26 25	35 00		
Elzevir	Hastings, E.R. O	55 00	35 00		
Emard	Beauharnois Q	3 00	35 00		
Emberson	Muskoka O	20 00	35 00		
Emerald	Lennox & Addington O	146 50	73 00		6 00
Emerald	Inverness N.S	9 00	35 00		
Emerald	Queens P.E.I	197 30	100 00	124 00	6 00
Emerson	Kent N.B	33 25	35 00		
Emerson Station	Kings P.E.I	*h* 6 00			

a Opened 15-4-10. *c* Closed 30-6-10. *d* Has been constituted a regular office 1-10-10. *g* Forward allowance for summer 1910. *f* Including $20 night allowance. *h* Credit supply for a new office not yet opened. *p* Including $15 night allowance. *e* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Emery	York, S.R.....O	57 00	42 00		
Emileville	Bagot.....Q	79 60	49 00		3 00
Emmaville	Battleford.....Sask	157 60	58 00	*g*4 75	6 00
Emmett	Renfrew, S.R.....O	28 00	35 00		
Empey	Hastings, E.R.....O	32 60	35 00		
Empey Hill	Lennox & Addington..O	16 50	35 00		
Empire	Haldimand.....O	32 17	35 00		
Emyvale	Queens.....P.E.I	34 45	35 00		
Ena	Calgary.....Alta	41 25	35 00	8 75	
Endiang	Red Deer.....Alta	62 31	35 00		
i Endon	Medicine Hat.....Alta	10 00			
Enfield	Durham.....O	260 00	100 00		6 00
a Englewood	Battleford.....Sask	7 00	2 91		
English-Corner	Halifax.....N.S	87 00	*h*59 00		
English Cove	Yale-Cariboo.....B.C	59 00	35 00		
Enid	Humboldt.....Sask	30 75	35 00		
Enmore	Prince.....P.E.I	75 80	*h*45 00		
Ennis	Simcoe, S.R.....O	21 00	35 00		
Ennishore	Victoria.....N.B	10 00	35 00		
Enniskerry	Russell.....O	48 05	35 00		
Enniskillen Station	Sunbury & Queens..N.B	122 24	59 00	14 00	6 00
Ennismore	Peterborough, W.R....O	264 15	133 00	14 00	13 00
Ennotville	Wellington, S.R.....O	67 00	35 00		
Enon	South Cape Breton .N.S	22 00	35 00		
Entrelac	Terrebonne.....Q	108 00	*e*64 00		6 00
b Ensleigh	Red Deer.....Alta	82 45	33 65	2 75	
Entry Island	Gaspé.....Q	13 00	35 00		
Epping	Grey, E.R.....O	90 00	35 00	26 00	
Epsom	Ontario, S.R.....O	90 28	35 00		
Eramosa	Wellington, S.R.....O	169 00	69 00		6 00
Erb	Kings & Albert.....N.B	9 00	35 00		
Erbsville	Waterloo, N.R.....O	50 00	35 00		
c Erceldoune	Selkirk.....M	30 00	29 16		
Eric	Frontenac.....O	20 00	35 00		
Erickson	Marquette.....M	151 70	70 00	2 91	6 00
Erie	Haldimand.....O	76 86	35 00		
Eriean	Kent, W.R.....O	353 85	120 00		13 00
Erie View	Norfolk.....O	254 16	105 00	30 00	13 00
Erinsville	Lennox & Addington..O	222 00	83 00	5 00	6 00
Erinville	Guysboro.....N.S	60 00	35 00		
Erinview	Macdonald.....M	63 75	35 00		
Erle	Richmond & Wolfe....Q	28 95	35 00		
Ernestown Station	Lennox & Addington..O	106 00	54 00	24 00	6 00
Ernfold	Moosejaw.....Sask	384 75	*f*129 00	2 00	*f*16 00
Errington	Comox, Atlin.....B.C	90 50	81 00		6 00
Escott	Brockville.....O	142 40	95 00		6 00
Escott Centre	Brockville.....O	35 87	35 00		
Escourt	Temiscouata.....Q	34 00	35 00		
Escuminac	Bonaventure.....Q	165 40	87 00	5 00	6 00
Escuminac	Northumberland....N.B	35 00	35 00		
Escuminac Flats	Bonaventure.....Q	68 21	35 00		
Esdraelon	Carleton.....N.B	35 00	35 00		
q Esk	Humboldt.....Sask	102 73	26 25		
Eskasoni	North Cape Breton & Victoria.....N.S	38 30	35 00		

a Opened 1-3-11. *b* Opened 15-4-10. *c* Opened 1-6-10. *e* Including $10 night allowance for summer 1910. *g* Including 75c. arrears forward allowance. *i* Opened 15-3-11. *f* Including $16 arrears of salary and $3 arrears of rent. *q* Opened 1-7-10. *h* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Eskbank	Moosejaw Sask	54 00	37 50		
Eskdale	Bruce, N. R. O	10 00	35 00		
Esmonde	Renfrew, S R. O	26 92	35 00		
Espanola Station	Algoma, E.R. O	183 00	69 00		6 00
Esquesing	Halton O	173 84	112 00		13 00
Essex	Inverness N.S	15 00	35 00		
Essonville	Victoria & Haliburton. O	66 00	*e*45 00		
Estmere	North Cape Breton & Victoria N.S	70 86	43 00		
Etang des Caps	Gaspé Q	6 00	35 00		
Ethelton	Prince Albert Sask	237 00	161 00		19 00
o Ethelwyn	Victoria Alta	15 00	33 65		
Ethmuir	Battleford Sask	96 61	35 00		
Etna	Kings N.S	14 50	35 00		
Etobicoke	York, C.R O	58 52	35 00		
Ettrick	Middlesex, E.R O	6 00	35 00		
Ettyville	Russell O	27 75	35 00		
Etwell	Muskoka O	64 00	35 00		
Eustis	Sherbrooke Q	254 05	134 00		13 00
Evandale	Kings & Albert N.B	60 00	35 00		
Evangeline	Westmoreland N.B	14 00	35 00		
Evans	Sunbury & Queens N.B	35 00	35 00		
Evanston	Richmond N.S	29 00	35 00		
Evansville	Algoma, E.R O	67 60	35 00		
c Evanturel	Prescott O	15 00	19 02		
d Eveland	Medicine Hat Alta	20 00	8 75		
Evelyn	Middlesex, E R. O	135 45	59 00		6 00
Everett	Victoria N.B	49 00	48 00		
Evergreen	Red Deer Alta	42 00	35 00		
Eversley	York, N.R. O	121 65	60 00		6 00
Ewan	Peterborough, W.R. O	43 75	35 00		
Ewart	Brandon Man	184 37	102 00	3 00	13 00
Ewelme	Maclead Alta	20 25	35 00		
Ewing	Red Deer Alta	57 25	35 00		
Ewings Landing	Yale-Caribou B.C	214 85	81 00		6 00
Excelsior	Edmonton Alta	19 00	35 00		
Excelsior	Algoma, E.R O	38 75	35 00		
Exmoor	Northumberland N.B	14 00	35 00		
Extension	Nanaimo B.C	261 10	120 00		13 00
h Eye Hill	Red Deer Alta	20 00	5 83		
Eyremore	Medicine Hat Alta	151 12	40 00	54 00	
FACTORY Dale	Kings N.S	11 00	35 00		
n Fairacres	Medicine Hat Alta	30 33	14 58		
Fairbairn	Victoria & Haliburton. O	25 40	35 00		
Fairbank	York, S.R O	205 91	74 00		6 00
Fairfax	Stanstead Q	26 91	35 00		
Fairfield	Kings P.E.I	21 85	35 00		
Fairfield	St. John N.B	63 00	35 00		
Fairfield East	Brockville O	47 10	35 00		
Fairfield Plain	Brant O	95 95	55 50		3 00
Fairford	Dauphin M	98 50	35 00		
Fair Ground	Norfolk O	192 18	*i*138 00		13 00
Fairhall	Souris M	35 00	35 00		
Fairhaven	Charlotte N.B	120 50	54 00	8 00	6 00

a Opened 15-4-10. *c* Opened 15-9-10. *d* Opened 1-1-11. *e* Including $10 night allowance.
n Opened 1-11-10. *h* Opened 1-2-11. *i* Including $25 night allowance

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fairholme	Parry Sound.....O	40 00	35 00	3 00	
Fairley	Northumberland.....N.B	32 50	35 00		
Fairmede	Qu'Appelle.....Sask	147 75	67 00		6 00
Fairmont	Antigonishe.....N.S	13 25	35 00		
b Fairmont Springs	Kootenay.....B.C	10 85	8 75		
Fairmount	Grey, E.R.....O	44 75	35 00		
c Fairmount Station	Moosejaw.....Sask	14 00	8 75		
f Fairmuir	Regina.....Sask	0 86	23 33	6 67	
Fair Play	Essex, N.R.....O	27 30	35 00		
Fair Vale	Kings & Albert.....N.B	501 00	225 00		25 00
Fair Valley	Simcoe, E.R.....O	43 75	35 00		
Fairview	Perth, S.R.....O	42 40	35 00		
Fairview	Queens.....P.E.I	23 00	35 00		
Fairview Station	Halifax.....N.S	195 00	*k*		
Fairville	Regina.....Sask	40 25	35 00		
d Fairydell	Edmonton.....Alta	22 91	20 41		
Fairy Glen	Prince Albert.....Sask	16 25	35 00		
Fairy Hill	Regina.....Sask	41 50	35 00		
Falconbridge	Middlesex, W.R.....O	57 50	35 00		
Falkenburg Station	Muskoka.....O	270 36	232 50	148 00	25 50
Falkirk	Middlesex, N.R.....O	101 50	56 00		6 00
Falkland	Brantford.....O	54 70	44 00		
Falkland	Halifax.....N.S	17 00	35 00		
Falkland	Yale-Cariboo.....B.C	78 43	52 00	6 00	6 00
Falkland Ridge	Annapolis.....N.S	110 40	60 00		6 00
Fallbrook	Lanark, S.R.....O	173 00	83 00		6 00
e Fallon	Middlesex, N.R.....O	23 40	25 30		
Fallowfield	Carleton.....O	166 16	91 00		6 00
j Fallis	Edmonton.....Alta	10 00	2 91		
Falmouth	Hants.....N.S	104 00	65 00		6 00
Falun	Strathcona.....Alta	137 25	45 00		
Fanning Brook	Kings.....P.E.I	15 30	35 00		
g Fanshawe	Middlesex, E.R.....O	46 72	33 95		
Faraday	Hastings, W.R.....O	64 20	35 00		
Farewell	Wellington, N.R.....O	122 35	45 00	4 00	
Fargo	Kent, W.R.....O	51 97	35 00		
Farmer's Union	Grenville.....O	46 50	35 00	2 50	
Farmerston	Carleton.....N.B	35 00	35 00		
Farmingdale	Humboldt.....Sask	14 94	35 00		
Farmington	Kings.....P.E.I	20 00	35 00		
Farmington	Cumberland.....N.S	23 00	35 00		
Farm Point	Wright.....Q	147 40	70 00		6 00
a Farmville	Lunenburg.....N.S	8 00	20 41		
Farnam's Corners	Missisquoi.....Q	57 90	*l* 50 00		
Farndon	Missisquoi.....Q	45 50	35 00	8 00	
Farnham Centre	Brome.....Q	202 04	63 00		6 00
Fartown	Battleford.....Sask	32 35	35 00		
Fassifern	Glengarry.....O	14 75	57 00		6 00
Fauvel	Bonaventure.....Q	60 65	35 00		
Fauxbourg	Lunenburg.....N.S	3 00	35 00		
Fawcett Hill	Westmoreland.....N.B	27 25	35 00		
Fawkham	Ontario, N.R.....O	34 00	35 00		
q Fawn Lake	Edmonton.....Alta	15 00	4 37		
Fedorah	Edmonton.....Alta	46 09	35 00	6 00	
Feener's Corner	Lunenburg.....N.S	21 00	35 00		
Fellows	Lennox & Addington.....O	34 00	35 00		
Felton	Russell.....O	79 30	36 00		

b Reopened 1-1-11. *c* Opened 1-1-11. *d* Opened 1-9-10. *e* Opened 11-7-10. *f* Closed 1-12-10. *g* Closed 29-9 and reopened 12-10-10. *j* Opened 1-3-11. *k* For revenue, &c., see Appendix C, under Halifax sub offices. *a* Opened 1-9-10. *q* Opened 15-2-11. *l* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Feltz, South	Lunenburg ... N.S	31 00	35 00	...	...
Fenaghvale	Prescott ... O	31 50	35 00	...	...
Fenella	Northumberland, W.R. O	204 48	*d*128 00	...	13 00
Fennell's	Simcoe, S.R. ... O	126 70	43 00	...	...
Fenwick	Kings & Albert ... N.B	27 25	35 00	...	...
Fenwick	Cumberland ... N.S	30 00	35 00	...	...
Fenwood	Saltcoats ... Sask	349 08	*g*169 72	...	13 00
Ferguslea	Renfrew, S.R. ... O	35 00	35 00	...	...
Ferguson	Middlesex, E.R. ... O	93 95	56 00	...	6 00
Ferguson's Falls	Lanark, S.R. ... O	17 00	35 00	...	...
Ferguson's Lake	Richmond ... N.S	35 05	35 00	...	...
Ferguson's Point	Gloucester ... N.B	50 00	35 00	...	...
Fergusonvale	Simcoe, N.R. ... O	92 50	58 00	...	6 00
Ferme Rouge	Labelle ... Q	17 25	35 00	...	...
Fermoy	Frontenac ... O	63 00	35 00	...	...
Fernbank	Perth, N.R. ... O	18 75	35 00	...	...
Ferndale	Kings & Albert ... N.B	9 00	35 00	...	...
*e*Ferndale House	Muskoka ... O	85 00	43 00	...	...
Fernetville	Berthier ... Q	96 00	37 00	...	...
Fern Glen	Parry Sound ... O	39 20	35 00	...	...
Fernhill	Middlesex, N.R. ... O	140 00	77 00	6 00	3 00
Fernlee	Algoma, E.R. ... O	80 00	45 00	...	...
Fernleigh	Frontenac ... O	35 00	35 00	...	...
Fern Ridge	New Westminster ... B.C	77 80	35 00	...	...
Fernwood	Prince Edward ... P.E.I.	21 45	35 00	...	...
Feronia	Nipissing ... O	87 55	66 00	...	6 00
Ferris	Sunbury & Queens ... N.B	21 63	35 00	...	...
Ferrybank	Red Deer ... Alta	63 00	50 50	...	3 00
Ferry Landing	North Cape Breton & Victoria ... N.S	99 35	48 00	4 00	...
Ferry Point	Red Deer ... Alta	185 70	92 00	...	6 00
Ferry Road	Northumberland ... N.B	30 41	35 00	...	...
*c*Ferryville	Carleton ... N.B	...	6 00	...	...
Fertile Valley	Sask ... Sask	152 25	93 50	...	6 00
Fetherston	Parry Sound ... O	35 00	35 00	...	...
Fief Choisy	Vaudreuil ... Que	31 00	35 00	...	...
Field	Nipissing ... O	149 15	61 00	...	6 00
Fielding	Carleton ... N.B	21 00	35 00	...	...
Fieldholme	Medicine Hat ... Alta	268 03	97 00	...	9 50
Fieldville	Wright ... Q	49 15	35 00	...	...
Fife	Yale-Cariboo ... B.C	148 10	54 00	...	3 00
Fifteen Mile Stream	Halifax ... N.S	16 75	35 00	...	...
File Hills	Saltcoats ... Sask	...	95 50	3 00	9 50
Findlay	Brandon ... M	196 90	98 00	...	9 50
Finger Board	Victoria & Haliburton ... O	35 00	35 00	...	...
Finlayson	North Cape Breton and Victoria ... N.S	11 00	35 00	...	...
Fintona	Simcoe, S.R. ... O	34 50	35 00	...	...
s Fire Valley	Kootenay ... B.C	1 40	49 41	...	3 00
Fir Grove	Kings & Albert ... N.B	4 96	35 00	...	...
Fir Grove	Dorchester ... Q	23 75	35 00	...	...
a Fir Ridge	Prince Albert ... Sask	16 05	35 00	...	...
Firdale	Portage la Prairie ... M	103 35	69 00	...	6 00
First South	Lunenburg ... N.S	58 00	34 80	...	...
Fishburn	Macleod ... Alta	163 40	97 00	3 00	6 00
Fish Creek	Sask ... Sask	19 0	35 00	...	...
h Fisher Branch	Dauphin ... M	8 00	...	...	...

c Closed 12-5-10. *d* Including $12 night allowance. *e* Summer office. *g* Including $23.72, night allowance. *h* Opened 15-3-11. *a* Late Birson. *s* Closed 1-11-10

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fisherman's Harbour	Guysborough N.S	41 25	35 00		
Fisher Home	Strathcona Alta	52 00	41 00		
Fisher Mill	Guysborough N.S	41 75	*g*47 00		
Fisher River	Selkirk M	44 25	35 00		
h Fisherton	Dauphin M	8 00			
Fishing Lake	Humboldt Sask	17 49	35 00		
Fish Lake	Prince-Edward O	41 00	*f* 45 00		
b Fiske	Moosejaw Sask	181 82	23 33		
Fitzmaurice	Qu'Appelle Sask	29 00	35 00		
Fitzpatrick	Northumberland N.B	35 00	35 00		
Five Mile River	Hants N.S	85 50	64 00		6 00
Flagstaff	Strathcona Alta	99 20	47 50		3 00
c Flagstone	Kootenay B.C	108 33	27 78		
Flamboro', Centre	Wentworth O	91 45	58 00		6 00
Flanders	Compton Q	38 00	35 00		
Flat Lake	Victoria Alta	21 00	35 00		
Flatlands	Restigouche N. B	128 50	55 00		6 00
Flat River	Queens P.E.I	68 75	43 00		
Flee Island	Portage la Prairie M	33 95	35 00		
Flett's Springs	Prince Albert Sask	94 00	47 00	56 00	
Fletwode	Assa Sask	113 10	36 00		
Fleurant	Bonaventure Q	28 00	35 00		
Flint Hill	Kings & Albert N.B	7 00	35 00		
Flodden	Richmond & Wolfe Q	32 25	35 00		
Floral	Sask Sask	123 50	55 00		6 00
Flowers' Cove	Sunbury & Queens N.B	19 00	35 00		
Flower Station	Lanark, N.R O	146 98	76 00		6 00
Flume Ridge	Charlotte N B	21 80	35 00		
Folden's Corners	Oxford, S.R O	108 05	47 00		
Foley	Selkirk M	51 50	35 00		
Foley Brook	Victoria N.B	25 00	35 00		
Folkins	Kings Albert N.B	19 50	35 00		
Folly Lake	Colchester N.S	143 23	57 00		6 00
Folly Mountain	Colchester N.S	13 00	35 00		
Fonderie	Gaspé Q	32 85	*f* 45 00		
d Fontarabie	Maskinongé Q	16 25	11 67		
Fontenelle	Gaspé Q	93 70	53 00	3 00	6 00
Fontenoy	Richmond Q	10 00	35 00		
Foote	Regina Sask	52 65	35 00	8 00	
Forbes	Colchester N.S	8 00	35 00		
Forbes Point	Shelburne & Queens N.S	77 25	41 00		
Ford	Mackenzie Sask	17 00	35 00		
Ford's Mills	Kent N.B	98 51	46 00	10 00	
Fordyce	Huron, W.R O	50 56	35 00		
Fordyce Corners	Missisquoi Q	103 00	35 00		
Foreman	Red Deer Alta	108 90	67 00		6 00
Forest Bank	Battleford Sask	40 00	35 00		
Forest City	York N.B	23 60	35 00		
Forester	Prince Albert Sask	67 00	35 00		
Forest Farm	Qu'Appelle Sask	24 50	35 00	3 00	
Forest Glade	Annapolis N.S	45 50	35 00		
Forest Glen	Inverness N.S	19 00	35 00		
Forest Hall	Battleford Sask	26 40	35 00		
Forest Hill	Guysboro' N.S	4 57	35 00		
Forest Hill	Kings & Albert N.B	23 00	35 00		
Forest Hill	Kings P.E.I	17 20	5 00		
Forest Home	Kings N S	20 50	*f*45 00		

b Opened 1-8-10. *c* Opened 15-6- 0. *d* Opened 1-12-10. *f* Including $10 night allowance. *g* Including $12 night allowance. *h* Opened 15-3-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Forest Lea	Renfrew, N.R. ... O	40 60	35 00	....	....
Forest Mills	Lennox & Addington .. O	81 25	40 00	....	....
e Forest Nook	Parry Sound ... O	65 00	33 00	....	....
Foreston	Carleton ... N.B	114 76	70 00	....	6 00
Forestville	Norfolk ... O	202 30	103 00	....	9 50
Forfar	Leeds ... O	185 80	80 00	....	6 00
Forget	Russell ... O	63 75	35 00	....	....
Forks	Sunbury & Queens ... N.B	20 00	35 00	....	....
Forks, Baddeck	North Cape Breton and Victoria ... N.S	36 46	35 00	....	....
a Formby	Battleford ... Sask	9 00	11 67	....	....
Forres	Moosejaw ... Sask	66 00	35 00	....	....
Forshee	Red Deer ... Alta	17 00	35 00	....	....
Fort à la Corne	Prince Albert ... Sask	49 05	35 00	....	....
Fort Alexander	Selkirk ... M	48 50	35 00	....	....
Fort Augustus	Queens ... P.E.I	39 25	35 00	....	....
Fort Ellice	Marquette ... M	10 00	35 00	....	....
Fortescue	Peterboro, W.R. ... O	17 50	35 00	....	....
b Fort George	Yale-Cariboo ... B.C	223 91	20 41	....	....
Fort Rose	Middlesex, N.R. ... Ont	25 25	35 00	....	....
Forties Settlement	Lunenburg ... N.S	98 75	47 00	....	....
Fort Lawrence	Cumberland ... N.S	36 00	35 00	5 00	....
Fort Louisburg	South Cape Breton .. N.S	18 75	35 00	....	....
Fort McMurray	Victoria ... Alta	20 00	35 00	....	....
Fort Pelly	Mackenzie ... Sask	218 48	141 00	15 00	13 00
d Fort Pitt	Battleford ... Sask	28 40	11 67	....	....
c Fort Resolution	N.W.T ... Alta	18 34	29 16	....	....
Fort St. James	Yale-Cariboo ... B.C	57 85	35 00	....	....
Fort Smith	Victoria ... Alta	43 25	35 00	....	....
Fortier	Macdonald ... Man	204 27	117 00	6 00	13 00
Fortune	Battleford ... Sask	19 00	35 00	....	....
Fortune Bridge	Kings ... P.E.I	75 65	44 00	....	....
Fortune Cove	Prince ... P.E.I	38 00	35 00	....	....
Fort Vermilion	Edmonton ... Alta	40 25	35 00	....	....
Fort William	Pontiac ... Q	126 50	55 00	....	6 00
Forty Mile	Yukon Territory ...	82 00	300 00	....	....
Fossambault	Portneuf ... Q	11 00	35 00	....	....
Fosterville	York ... N.B	111 95	54 00	....	6 00
Found's Mills	Queens ... P.E.I	40 00	35 00	....	....
Fountainstown	Red Deer ... Alta	22 05	35 00	....	....
Fourchu	Richmond ... N.S	119 17	81 00	3 00	6 00
Four Falls	Victoria ... N.B	207 60	86 00	4 00	6 00
Four Mile Brook	Pictou ... N.S	27 50	35 00	....	....
Four Roads	Gloucester ... N.B	125 00	41 00	....	....
Fourteen Mile House	Halifax ... N.S	13 00	*f*47 00	....	....
Fourth Line	Lambton, W.R ... O	55 00	35 00	....	....
Fowler's Corners	Peterborough, W.R ... O	109 41	55 00	3 11	6 00
g Fox Coulee	Medicine Hat ... Alta	323 85	70 33	2 00	5 42
Foxbury	Regina ... Sask	26 00	35 00	....	....
Fox Creek	Westmoreland ... N.B	136 00	70 00	....	6 00
Fox Harbour	Cumberland ... N.S	55 00	35 00	....	....
n Fox Harbour Point	Cumberland ... N.S	33 76	35 00	....	....
Fox Island Main	Guysborough ... N.S	19 00	*f*47 00	....	....
Foxleigh	Regina ... Sask	49 25	35 00	....	....
Foxmead	Simcoe, E.R ... O	180 12	83 00	....	6 00
Fox Point	Lunenburg ... N.S	42 00	35 00	....	....
Fox River	Cumberland ... N.S	271 26	*f*147 00	....	13 00

a Opened 1-12-10. *b* Opened 1-9-10. *c* Opened 1-6-10. *d* Opened 1-12-10. *e* Summer office.
f Including $12 night allowance. *g* Closed 28-2-11. *n* Opened 1-4-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
e Fox Valley	Moosejaw.. Sask	9 00	2 91		
Foymount	Renfrew, S.R. O	23 20	35 00	4 00	
Framboise	Richmond N.S	92 45	49 00	5 00	
Framboise Intervale	Richmond N.S	32 25	35 00		
Framnes	Selkirk M	45 05	35 00		
Francoeurville	Drummond & Arthabaska Q	18 91	35 00		
Franconia	Haldimand O	78 10	35 00		
François Lake	Comax-Atlin B.C	5 00	35 00		
Frankburg	Macleod Alta	62 75	35 00		
Frank Hill	Victoria & Haliburton..O	11 00	35 00		
Franklin	Durham O	164 25	*d*104 00	26 00	6 00
Frankville	Antigonishe N.S	186 75	71 00		6 00
Fraser Arm	New Westminster B.C	40 00	35 00		
*b*Fraser Avenue	City of Vancouver B.C	192 55	11 67		
Fraserburg	Muskoka O	80 39	44 00		
Fraser's Grant	Antigonishe N.S	4 00	35 00		
Fraser's Mills	Antigonishe N.S	19 00	35 00		
Fraser Lake	Yale-Caribou B.C	77 84	35 00	*h*6 83	
Fraser Ridge	Prescott O	25 00	35 00		
*c*Fraserton	Medicine Hat Alta	55 25	29 16		
Fraserville	Durham O	148 40	76 00		6 00
Fraxville	Lunenburg N.S	11 00	35 00		
Fréchette	Lévis Q	52 72	39 00		
Fredericton Road	Westmoreland N.B.	35 00	35 00		
Fredericton Station	Queens P.E.I	197 90	91 00		6 00
Freeborn	Perth, N.R O	100 50	35 00		
Free Grant	Gloucester N.B	10 40	35 00		
Freeland	Leeds O	25 00	35 00		
Freeland	Prince P.E.I	147 75	91 00		6 00
Freeport	Waterloo, S.R O	42 05	35 00		
French Bay	Bruce. N.R O	18 00	35 00		
French Creek	Comox-Atlin B.C	71 25	49 00		
French Lake	Sunbury & Queens N.B	52 50	35 00		
French River	Pictou N.S	34 00	35 00	3 00	
French River	Queens P.E.I	204 50	100 00		6 00
French Road	South Cape Breton N.S	30 00	35 00		
Frenchvale	N.C. Breton & Victoria NS	4 00	35 00		
French Village	Queens P.E.I	11 60	35 00		
French Village	Kings & Albert N.B	23 00	35 00		
French Village	Halifax N.S	168 24	*d*96 00		6 00
Freshfield	Calgary Alta	27 20	35 00		
Friar's Head	Inverness N.S	59 75	35 00		
Friar's Head Chapel	Inverness N.S	68 00	35 00		
Froatburn	Dundas O	38 50	35 00		
*i*Frog Lake	Victoria Alta	*i*10 00			
Frogmore	Norfolk O	76 20	53 00		
Froblich	Regina Sask	38 75	35 00		
Frome	Elgin, W.R O	85 40	52 00		6 00
Frontenac	Lotbinière Q	40 10	35 00		
Frontier	Huntingdon Q	35 00	35 00		
Frost Village	Shefford Q	64 00	*s*45 00		
Fruitvale	Kootenay B.C	516 72	228 00		25 00
Fry's	Assa. Sask	97 85	56 00		6 00
Fulda	Humboldt Sask	84 48	56 00	7 75	6 00
Fulford	Brome Q	125 00	69 00		6 00

b Opened 1-12-10. *c* Opened 1-6-10. *d* Including $15 night allowance. *e* Opened 1-3-11. *h* Including 83 cents arrears forward allowance. *i* Credit supply for a new office not yet opened. *s* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fuller	Hastings, W.R. O	32 25	35 00		
Fulton	Lincoln. O	171 25	69 00		6 00
Fulton Brook	Sunbury & Queens. N.B	23 00	35 00		
Fulton's Mills	Wellington, N.R. O	30 00	35 00		
Furnace Falls	Victoria & Haliburton. O	43 86	35 00		
GABAROUSE LAKE	South Cape Breton. N.S	49 00	35 00		
Gabriola Island	Nanaimo. B.C	55 25	35 00		
Gad's Hill	Perth, N.R. O	130 67	73 00		6 00
Gagné	Bonaventure Q	88 55	35 00		
Gagnon	Russell. O	59 50	35 00		
a Gainford	Edmonton. Alta	133 60	*d*94 00	1 21	6 00
Gairloch Mountain	North Cape Breton & Victoria. N.S	12 00	35 00		
Galahad	Red Deer. Alta	63 25	35 00		
Galbraith	Lanark, N.R. O	28 50	35 00		
Galena	Kootenay. B.C	117 15	35 00		
Galesburg	Peterborough, E.R. O	21 00	35 00		
Gallagher	Westmoreland. N.B	28 00	35 00		
Gallingertown	Stormont. O	96 35	72 00		6 00
b Gallup Hill	Richmond & Wolfe. Q	22 25	9 79		
Galson	Compton Q	101 00	36 00		
Galston	Nipissing. O	46 25	35 00		
Galway	Kings & Albert. N.B	37 50	35 00		
Gambier	Comox-Atlin. B.C	118 00	96 00		6 00
Gamble's Corners	Prince. P.E.I	50 50	35 00		
Gananoque Junction	Leeds O	53 00	35 00		
Gang Ranch	Yale-Cariboo. B.C	36 75	35 00		
Gap View	Assa Sask	12 00	35 00		
Garden Hill	Durham O	172 95	73 00		6 00
Gardenia	Humboldt Sask	24 50	35 00		
Garden Island	Frontenac. O	158 50	128 00		13 00
Garden Plain	Red Deer Alta	224 98	42 50		3 00
Garden of Eden	Pictou N.S	36 00	*d*47 00		
Gardenville	Prince Edward. O	58 86	35 00		
Gardiner Mines	South Cape Breton. N.S	15 00	35 00		
Gardner's Creek	St. John. N.B	43 05	35 00		
Gardner's Mills	Yarmouth. N.S	20 50	35 00		
Garfield	Queens. P.E.I	29 75	35 00		
Garland	Chateauguay. Q	44 51	*d*47 00		
Garland	Kings N.S	20 00	35 00		
Garland	Dauphin M	133 96	70 50		6 00
Garneau Junction	Champlain. Q	103 78	38 00		
Garnet	Haldimand. O	155 85	85 00		6 00
Garnet	St. John N.B	15 75	35 00		
Garnock	Humboldt. Sask	5 75	49 00		3 00
Garonne	Prince Albert Sask	10 00	35 00		
Garretton	Grenville. O	60 00	35 00		
Garrington	Red Deer. Alta	18 75	35 00		
Garry	North Cape Breton & Victoria. N.S	13 00	35 00		
Garryowen	Grey, N.R. O	38 00	35 00		
Garthby West	Richmond & Wolfe. Q	15 00	35 00		
c Gartrell	Yale-Cariboo. B.C	86 63	32 08		
Garville	Lambton, W.R. O	19 00	35 00		
Gasfield	Haldimand O	44 00	35 00		

a Late Seba *b* Opened 21-12-10. *c* Opened 1-5-10. *d* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gas Line	Welland ... O	131 60	68 00		6 00
Gasparine	Châteauguay ... Q	35 00	35 00		
Gaspé Bay, South	Gaspé ... Q	64 00	36 00	6 00	
Gaspé Harbour	Gaspé ... Q	200 89	35 00		
Gaspereau	Sunbury & Queens ... N.B	45 00	35 00	7 00	
Gaspereau Station	Sunbury & Queens ... N.B	147 80	102 00	5 00	9 50
Gaspereaux	Kings ... P.E.I	113 50	54 00		6 00
Gateway	Kootenay ... B.C	114 25	77 00		6 00
Gatine	Medicine Hat ... Alta	12 50	35 00		
Gaudette	Pontiac ... Q	112 50	44 00		
Gavelton	Yarmouth ... N.S	17 00	35 00		
Gawas	Algoma, W.R ... O	56 00	35 00		
Gaythorne	Northumberland ... N.B	27 00	35 00		
Geary	Sunbury & Queens ... N.B	42 26	35 00		
Gegoggin	Guysboro' ... N.S	14 00	35 00		
Gelert	Victoria & Haliburton . O	271 14	*d*176 00		16 00
Gellatly	Yale Cariboo ... B.C	91 50	54 00		6 00
Genesee Rapids	Nipissing ... O	96 60	41 00		
Geneva	Argenteuil ... Q	44 50	35 00		
e Geneva Park	Ontario, N.R ... O	65 00	33 00		
Genoa	Argenteuil ... Q	32 00	35 00		
George's River	North Cape Breton and Victoria ... N.S	102 35	38 00	8 00	
George's River Station	North Cape Breton and Victoria ... N.S	19 00	35 00	3 00	
Georgeville	Antigonishe ... N.S	48 50	35 00	6 00	
*b*Georgina	Moosejaw ... Sask	9 00	17 50		
Georgina Island	York, N.R ... O	17 70	35 00		
Gerald	Saltcoats ... Sask	285 94	*d*69 00		6 00
Geraldine	Huntingdon ... Q	36 00	35 00		
Germania	Muskoka ... O	80 50	41 00		
Germanicus	Renfrew, N.R ... O	42 50	35 00		
German Mills	Waterloo, S.R ... O	26 75	35 00		
Germantown	Kings & Albert ... N.B	30 45	35 00		
*c*Gerowville	Moosejaw ... Sask	70 00	29 16	1 50	
Gerrard	Kootenay ... B.C	305 97	127 00		13 00
Gerrard Island	Halifax ... N.S	20 00	*f*55 00		
Gesto	Essex, S.R ... O	143 60	90 00		6 00
Gettysburg	Battleford ... Sask	111 25	51 00	4 50	3 00
Gethsemani	Chicoutimi & Saguenay Q	8 75	35 00		
Geyser	Selkirk ... M	94 24	53 00	28 00	6 00
Ghost Pine Creek	Red Deer ... Alta	251 50	130 00	2 12	13 00
Giant's Lake	Guysborough ... N.S	35 00	35 00		
Gibbon	Kings & Albert ... N.B	21 00	35 00		
Gibraltar	Grey, E.R ... O	82 50	41 00		
Gibson	Simcoe, E.R ... O	51 75	35 00		
Gibson Landing	Comox-Atlin ... B.C	191 96	69 00		6 00
Gilbert Cove	Digby ... N.S	164 21	97 00	10 00	6 00
Gilbert des Caps	Charlevoix ... Q	4 50	0 50		
Gilbert Mountain	Cumberland ... N.S	15 00	35 00		
Gilbert's Mills	Prince Edward ... O	34 50	35 00		
Gilby	Red Deer ... Alta	53 95	35 00		
*s*Gilchrist	Simcoe, N.R ... O	16 00	16 07		
Gilead	Hastings, E.R ... O	17 50	35 00		
Gildale	Grey S.R ... O	15 00	35 00		
Gilford	Simcoe, S.R ... O	219 20	113 00	24 00	13 00
Gilks	Northumberland ... N.B	83 25	*p*50 00	18 00	

b Opened 1-10-10. *c* Opened 1-6-10. *d* Including $25 night allowance. *e* Summer office.
f Including $20 night allowance. *s* Closed 15-9-10. *p* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gillander's Mountain	North Cape Breton and Victoria N.S	13 00	35 00	....	....
Gillespie	Victoria N.B	29 15	35 00	....	....
Gillies	Prince Albert Sask	185 25	77 00	....	6 00
Gillies Lake	North Cape Breton and Victoria N.S	12 00	35 00	....	....
Gillies Point	North Cape Breton and Victoria N.S	8 00	35 00	....	....
Gillie's Point, East	North Cape Breton and Victoria N.S	23 00	35 00	....	....
Gillingham	Macleod Alta	135 10	78 00	....	6 00
Gillis Cove	Inverness N.S	35 00	35 00	....	....
Gilman	Brome Q	27 75	35 00	....	....
Gilolo	Selkirk M	38 60	35 00	....	....
Gilpen	Victoria Alta	79 14	62 50	3 00	3 00
Gilt Edge	Strathcona Alta	21 00	35 00	....	....
Gingras	Lotbinière Q	21 03	35 00	....	....
Girard	St. Johns & Iberville Q	57 00	35 00	....	....
Giroux	Provencher M	266 29	122 00	....	13 00
Gitwangak	Comox-Altin B.C	247 62	35 00	....	....
Glacier	Kootenay B.C	984 05	665 00	....	125 00
a Glacier Creek	Yukon	62 00	23 33	....	....
Gladstone	Middlesex, E.R O	90 20	15 00	....	3 00
Gladstone	Victoria N.B	8 75	35 00	....	....
Gladstone	Kings P.E.I	26 00	35 00	....	....
Gladwin	Mackenzie Sask	35 00	35 00	....	....
Gladwyn	Victoria N.B	17 00	35 00	....	....
Gladys	Macleod Alta	212 20	102 00	20 00	9 50
Glamorgan	Durham O	4 00	35 00	....	....
Glanford Station	Wentworth O	49 00	35 00	....	....
Glanmire	Hastings, E.R O	35 00	35 00	....	....
Glascott	Grey, S.R O	20 00	35 00	....	....
Glasgow	Ontario, N.R O	44 00	35 00	....	....
Glasgow	North Cape Breton and Victoria N.S	17 50	35 00	....	....
Glasgow Station	Renfrew, S.R O	193 00	96 00	....	6 00
b Glaslyn	Battleford Sask	12 00	8 75	....	....
Glassburn	Antigonishe N.S	21 00	35 00	....	....
Glaude	Westmoreland N.B	11 00	35 00	....	....
Gleason Road	Charlotte N.B	34 00	35 00	....	....
Glebe Road	Antigonishe N.S	6 00	35 00	....	....
Gledhow	Saskatoon Sask	40 04	35 00	....	....
Glenada	Three Rivers & St. Maurice Q	65 00	37 00	....	....
Glenada	Assa Sask	87 60	35 00	....	....
Glen Adelaide	Assa Sask	42 59	35 00	....	....
Glen Alda	Peterborough, E.R O	31 00	35 00	....	....
Glen Almond	Labelle Q	64 20	35 00	....	....
Glen Alpine	Antigonishe N.S	32 00	35 00	....	....
Glen Andrew	Prescott O	79 93	43 00	....	....
Glen Anglin	Gloucester N.B	32 15	35 00	....	....
Glenannan	Huron, E.R O	68 00	37 00	....	....
Glenarm	Victoria & Haliburton O	209 71	110 00	3 00	13 00
Glen Banner	Medicine Hat Alta	102 99	35 00	....	....
Glen Bean	Wright Q	111 90	48 00	....	....
Glen Becker	Dundas O	64 55	35 00	....	....
Glenbervie	Colchester N.S	50 32	35 00	....	....
Glenbrea	Regina Sask	31 50	35 00	....	....

a Opened 1-8-10 changed to Glacier Creek 1-12-10. *b* Opened 1-1-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
j Glenbryan	Moosejaw.....Sask	84 83	32 08		
Glen Brook	Glengarry.....O	64 75	40 00		
Glenburnie	Frontenac.....O	61 00	35 00		
Glenbush	Battleford.....Sask	42 50	35 00		
Glencairn	Simcoe, S.R.....O	266 25	144 00		13 00
Glencairn	Dauphin.....M	53 05	*h*47 00		
Glencliffe	Dauphin.....Man	5 00	35 00		
Glencoe	Inverness.....N.S	8 00	35 00		
Glencoe	Restigouche.....N.B	22 00	35 00		
Glencoe Mills	Inverness.....N.S	13 75	35 00		
Glen Colin	Elgin, E.R.....O	42 00	35 00		
Glencorradale	Kings.....P.E.I	19 00	35 00		
Glencove	Guysborough.....N.S	6 00	35 00		
Glen Cross	Dufferin.....O	29 62	35 00		
a Glencurrie	Medicine Hat.....Alta	15 83	14 58		
Glendale	Middlesex, E.R.....O	21 00	35 00		
Glendale	Inverness.....N.S	80 50	48 00		
Glendale	Portage la Prairie.....M	18 75	35 00		
Glendinning	Souris.....M	45 00	35 00		
Glen Donald	Glengarry.....O	17 75	35 00		
Glendower	Frontenac.....O	32 00	35 00		
Glendyer	Inverness.....N.S	126 00	81 00		6 00
Gleneden	Grey, S.R.....O	48 35	35 00		
Glen Elbe	Brockville.....O	47 00	35 00		
Glenelg	Guysborough.....N.S	76 95	*g*63 00		
Glenelg Centre	Grey, S.R.....O	39 75	35 00		
b Glenelm	Huntingdon.....Q	195 50	26 25		
Glenemma	Yale-Cariboo.....B.C	25 85	35 00		
Glenfanning	Kings.....P.E.I	25 75	35 00		
c Glen Elmo	Marquette.....Man	19 94	8 75		
d Glenfarnes	Wright.....Q	9 70	10 00		
Glen Farrow	Huron, E.R.....O	44 00	35 00		
Glenfield	Lennox & Addington..O	18 60	35 00		
Glenfinnan	Queens.....P.E.I	8 10	35 00		
Glenford	Edmonton.....Alta	20 40	35 00		
Glenforsa	Marquette.....M	13 50	35 00		
Glengarden	Strathcona.....Alta	37 00	35 00		
Glengarry	Inverness.....N.S	7 00	35 00		
Glengarry	Prince.....P.E.I	31 25	35 00		
Glengarry Plains	Battleford.....Sask	35 50	35 00		
Glengarry Station	Picton.....N.S	134 51	67 00	18 00	6 00
Glengarry Valley	South Cape Britain..N.S	14 47	35 00		
Glen Huron	Simcoe, N.R.....O	164 75	92 00		6 00
Glenhurst	Battleford.....Sask	53 50	51 00	3 00	3 00
f Glen Island	Lennox & Addington..O	55 00	28 00		
Glenister	Edmonton.....Alta	17 08	35 00		
Glen Iver	Sherbrooke.....Q	76 00	46 00		
e Glen Kelly	Humboldt.....Sask	21 40	14 58		
i Glenlea	Provencher.....M	7 00	33 45		
Glenlee	Wellington, N.R.....O	25 00	35 00		
Glenlivet	Wright.....Q	31 65	35 00		
Glenlivet	Restigouche.....N.B	57 00	35 00		
Glen Lloyd	Mégantic.....Q	23 75	35 00		
Glenlyon	Dauphin.....M	5 00	35 00		
Glen Major	Ontario, N.R.....O	33 00	35 00		

a Opened 1-11-10. *b* Opened 1-7-10. *c* Opened 1-1-11. *d* Opened 1-5-10. *j* Summer office; opened 25-7-10. *e* Opened 1-11-10. *f* Summer office. *g* Including $20 night allowance. *h* Including $12 night allowance. *i* Closed 15-3-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glen Margaret	Halifax, N.S	125 12	*e*73 00	48 00	6 00
Glen Martin	Kings, P.E.I	26 00	35 00		
Glen Mary	Prince Albert, Sask	8 75	35 00		
Glen Meyer	Norfolk, O	180 00	90 00	4 00	6 00
Glen Millar	Hastings, W.R., O	165 50	86 50		6 00
Glenmore	Grenville, O	15 00	35 00		
Glenmore	Halifax, N.S	10 00	35 00		
Glen Morrison	South Cape Breton, N.S	16 00	35 00		
Glen Murray	Mégantic, Q	48 50	35 00	4 00	
Glennevis	Glengarry, O	94 40	43 50		
Glen Norman	Glengarry, O	109 58	50 00		6 00
Glen Oak	Middlesex, W.R., O	50 00	35 00		
Glenora	Inverness, N.S	13 75	35 00		
Glenora Falls	Inverness, N.S	14 00	35 00		
Glen Orchard	Muskoka, O	58 90	35 00		
Glenorchy	Halton, O	45 50	35 00		
Glenpayne	Stormont, O	35 00	35 00		
Glen Porter	Northumberland, N.B	11 00	35 00		
Glen Rae	Lambton, E.R., O	134 30	66 00		6 00
Glen Road	Antigonishe, N.S	16 00	35 00		
Glenrose	Battleford, Sask	15 10	35 00		
Glen Ross	Hastings, W.R., O	81 00	*b*127 00		9 50
Glenroy	Glengarry, O	190 70	92 00		6 00
Glen Sandfield	Glengarry, O	140 45	73 00		6 00
Glenshee	Norfolk, O	46 50	*b*45 00		
Glenside	Saskatoon, Sask	773 73	297 34		31 00
Glen Smail	Grenville, O	32 00	35 00		
Glen Stewart	Dundas, O	99 10	57 50		3 00
Glen Sutton	Brome, Q	234 80	131 00		13 00
Glentauna	Comox-Atlin, B.C	21 00	35 00		
Glen Titus	Kings & Albert, N.B	19 00	35 00		
Glenuig	Moosejaw, Sask	62 00	35 00	3 00	
Glen Uig (Pleasant Valley)	Antigonishe, N.S	30 00	35 00		
Glenvale	Frontenac, O	97 80	52 00		6 00
Glenvale	Westmoreland, N.B	10 00	35 00		
Glen Valley	New Westminster, B.C	58 63	35 00		
Glen View	Lanark, S.R., O	32 70	35 00		
Glenview	Macleod, Alta	65 00	35 00		
*d*Glenvilla	Stanstead, Q				
Glenville	York, N.R., O	27 00	35 00		
Glenville	Inverness, N.S	56 00	*c*47 00		
Glen Walter	Glengarry, O	63 25	35 00		
Glen William	Kings, P.E.I	42 25	35 00		
Glen Willow	Middlesex, W.R., O	22 50	35 00		
Glenwood	New Westminster, B.C	41 00	35 00		
Glenwood	Kings & Albert, N.B	45 00	35 00		
Glenwood, lot 8	Prince, P.E.I	115 00	50 00		
Glenwood Station	Kent, W.R., O	130 00	90 00		6 00
*a*Glenwoodville	Macleod, Alta	15 00	5 83		
Glidehurst	Strathcona, Alta	23 10	35 00		
Glynde River	Queens, P.E.I	30 80	35 00		
Gobeil	Charlevoix, Q	25 50	35 00		
Goble's	Oxford, N.R., O	202 15	*c*146 00		13 00
Godbout	Chicoutimi & Saguenay, Q	49 08	*b*45 00		
Godfrey	Frontenac, O	280 60	128 00	4 00	13 00
Godolphin	Northumberland, E.R., O	20 00	35 00		

a Opened 1-2-11. *d* Summer office. *b* Including $10 night allowance. *c* Including $16 night allowance. *e* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Goff's	Halifax, N.S	54 73	*g*47 00	3 00	
*d*Go Home	Simcoe, E.R., O	177 50	89 00		6 00
Golburn Valley	Prince Albert, Sask	26 00	35 00	3 00	
Gold Brook	North Cape Breton & Victoria, N.S	8 00	35 00		
*a*Goldburg	Battleford, Sask	15 00	14 58		
Golden Bay	Richmond & Wolfe, Q	21 00	35 00		
Goldenburgh	Algoma, E.R., O	13 75	35 00		
Golden Grove	St. John, N.B	7 50	35 00		
Golden Grove Mills	St. John, N.B	16 00	35 00		
Golden Plain	Qu'Appelle, Sask	59 25	44 50		3 00
Golden Ridge	Carleton, N.B	28 25	35 00		
Golden Spike	Edmonton, Alta	10 00	35 00		
Golden Stream	Portage la Prairie, M	82 75	*i*53 85		
Golden Valley	Parry Sound, O	96 35	75 00		6 00
Goldfield	Stormont, O	15 00	35 00		
Gold River	Lunenburg, N.S	229 15	109 00		13 00
Gold Rock	Thunder Bay & Rainy River, O	160 05	158 00		16 00
Goldsmith	Essex, S.R., O	24 00	35 00		
Goldstone Station	Wellington, N.R., O	60 50	35 00		
Goldstream	Nanaimo, B.C	168 00	53 00		6 00
Goldwin	Pontiac, Q	24 75	35 00		
Golspie	Oxford, N.R., O	203 00	120 00		13 00
Gondola Point	Kings & Albert, N.B	62 60	35 00		
Gonor	Selkirk, M	133 14	95 00		9 50
Good Corner	Carleton, N.B	35 00	35 00		
Goodeve	Saltcoats, Sask	246 59	*j*177 34	2 25	17 33
Goodhue	Mackenzie, Sask	34 50	35 00		
Good Hope	Victoria, Alta	22 00	35 00		
*b*Goodstown	Carleton, O	21 00	20 41		
*f*Goodwater	Assa, Sask	60 00	2 91		
Goodwin Mill	Gloucester, N.B	36 00	35 00		
Gooseberry Cove	St. John, N.B	23 75	35 00		
Goose Creek	St. John, N.B	8 55	35 00		
Goose Lake	Regina, Sask	133 90	70 00	10 00	6 00
Goose River	Kings, P.E.I	10 25	35 00		
Gopher Head	Red Deer, Alta	133 25	45 00	*k*15 55	
Gordon	Qu'Appelle, Sask	12 00	35 00		
Gordon	Essex, S.R., O	142 00	*e*95 00		6 00
Gordon Head	Nanaimo, B.C	91 50	44 00		
Gordon Lake	Algoma, W.R., O	174 54	73 00	5 00	6 00
Gordonsville	Carleton, N.B	66 50	42 00		
Gordonville	Wellington, N.R., O	75 50	37 50		
Gore	Hants, N.S	131 50	*h*76 00	5 00	6 00
Gore	Richmond & Wolfe, Q	93 90	51 00		6 00
*c*Gorefield	Moosejaw, Sask	60 54	29 16		
Goring	Grey, E.R., O	52 09	35 00		
Gorlitz	Mackenzie, Sask	11 20	35 00		
Gorman	Renfrew, S.R., O	45 00	35 00		
Goschen	Assa, Sask	38 50	35 00		
Gosford	Portneuf, Q	7 00	35 00		
Goshen	Kings & Albert, N.B	13 00	35 00	3 00	
Goshen	Guysborough, N.S	118 00	*g*67 00		6 00
Goshen Road	Richmond & Wolfe, Q	23 50	35 00		
Gosport	Lennox & Addington, O	20 26	35 00		

a Opened 1-11-10. *b* Opened 1-9-10. *c* Opened 1-6-10. *d* Summer office. *f* Opened 1-3-11. *e* Including $15 night allowance. *g* Including $12 night allowance. *h* Including $10 night allowance. *i* Including $9.85 night allowance and arrears from 1st Dec., 1909. *j* Including $20 night allowance. *k* Including 55 cents arrears forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gosselin's Mills	Compton .. Q	22 75	35 00	....	....
Goulais Bay	Algoma, W.R O	24 00	35 00	5 00	....
Goulais River	Algoma, W.R O	49 75	35 00	....	....
Gould	Compton Q	251 40	*m*159 00	18 00	13 00
Gould Station	Compton Q	90 50	60 00	....	6 00
*a*Gouldtown	Moosejaw Sask	23 00	14 58	....	....
Goupil	Drum'nd & Arthabaska. Q	11 00	35 00	....	....
Gourock	Wellington, S.R O	164 00	89 00	....	6 00
Gowan Brae	Kings P.E.I	13 30	35 00	....	....
*b*Gowganda Junction	Nipissing.. O	128 00	17 50	....	....
Gowland Mountain	Kings & Albert N.B	15 25	35 00	....	....
*i*Gowrie	Battleford Sask	0 42	8 75	....	....
Gowrie	Perth, S.R O	35 50	35 00	....	....
Graburn	Moosejaw Sask	32 00	35 00	....	....
*c*Grace	Moosejaw Sask	44 66	29 16	....	....
Grafton	Carleton N.B	74 30	42 00	....	....
Graham	Vaudreuil Q	144 43	*n*80 00	3 00	6 00
*j*Graham	Thunder Bay & Rainy River O	197 00	3 88	....	....
*d*Graham Hill	Assa Sask	33 58	23 33	....	....
Graham's Road	Queens P.E.I	44 70	35 00	....	....
Grahamsville	Peel O	50 00	35 00	....	....
*l*Grahamton	Brockville O	15 75	35 00	....	....
Grainfield	Northumberland N.B	40 00	35 00	....	....
Grainland	Strathcona Alta	50 00	38 00	....	....
Graminia	Edmonton Alta	40 75	35 00	....	....
*e*Gramont	Labelle Q	40 24	31 33	....	....
Granboro'	Shefford Q	15 00	35 00	....	....
Grande Anse	Richmond N.S	56 00	35 00	3 00	....
Grande Bay	Kings & Albert N.B	173 91	124 00	....	13 00
*h*Grand Bernier	St. Johns & Iberville Q	40 00	26 25	....	....
Grand Chicot	Two Mountains Q	15 05	35 00	....	....
Grande Clairière	Souris M	133 25	52 00	....	3 00
Grand Désert	Halifax N.S	82 00	38 00	....	....
Grande Frenière	Two Mountains Q	94 50	59 00	....	3 00
Grand Grève	Richmond N.S	38 90	*q*45 00	....	....
Grande Moutagne	Beauce Q	47 25	35 00	....	....
Grande Pointe	Provencher M	58 21	37 50	6 00	....
Grande Prairie	Yale-Cariboo B.C	108 00	55 00	....	3 00
Grandes Condées	Beauce Q	17 00	*g*47 00	....	....
Grand Falls Portage	Victoria N.B	21 00	35 00	....	....
Grands Fonds	Charlevoix Q	6 00	35 00	....	....
Grandigue	Kent N.B	85 00	35 00	3 00	....
*k*Grandin	Victoria Alta	10 00	2 91	....	....
Grandique Ferry	Richmond N.S	11 91	35 00	....	....
Grand Lake Station	Halifax N.S	24 50	35 00	....	....
Grand Mira, North	South Cape Breton N.S	14 25	35 00	3 00	....
Grand Mira, South	South Cape Breton N.S	14 00	35 00	....	....
Grand Narrows	North Cape Breton & Victoria N.S	190 65	96 00	....	6 00
Grand Pabos	Gaspé Q	113 25	*n*110 00	3 75	6 00
*f*Grand Pabos Centre	Gaspé Q	78 22	32 08	1 50	....
Grand Pabos, Ouest	Gaspé Q	42 50	35 00	....	....
Grand Pré	Maskinongé Q	31 00	35 00	....	....
Grand Rang	Dorchester Q	67 80	*s*40 70	3 00	....

a Opened 1-11-10. *b* Opened 1-10-10. *c* Opened 1-6-10. *d* Opened 1-8-10. *e* Closed 7-5-10; reopened 1-7-10. *f* Opened 1-5-10. *h* Closed 1-1-11. *i* Closed 1-7-10. *j* Opened 1-3-11. *k* Opened 1-3-11. *l* Late Graham. *m* Including $35 night allowance. *n* Including $20 night allowance. *q* Including $10 night allowance. *g* Including $12 night allowance. *s* Including $5.70 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Grand Rapids	Keewatin ... Sask	5 04	35 00	...	...
Grand River Falls	Richmond ... N.S	22 50	35 00	...	...
Grand St. Esprit	Nicolet ... Q	176 66	*o*72 00	...	6 00
Grand St. Louis	Nicolet ... Q	42 00	35 00	...	...
Grande Tracadie	Queens ... P.E.I	43 30	35 00	...	...
Grande Vallée	Gaspé ... Q	127 00	97 50	...	9 50
Grandview	York ... N.B	107 75	59 00	...	6 00
Grandview	Queens ... P.E.I	73 15	49 00	...	...
Grange	Macdonald ... M	26 25	35 00	...	...
*g*Grangemount	Prince ... P.E.I	26 50	29 16	...	...
Granger	Dufferin ... O	28 00	35 00	...	...
Grangeville	Kent ... N B	40 50	35 00	...	...
*a*Granite Bay	Comox-Atlin ... B.C	65 10	29 16	...	...
Granite Creek	Yale-Cariboo ... B.C	203 35	55 00	...	6 00
Granite Hill	Parry Sound ... O	40 00	35 00	5 00	...
Granite Hill	York ... N.B	41 75	35 00	...	...
Graniteville	Stanstead ... Q	136 20	94 00	...	6 00
Grant	Russell ... O	29 00	35 00	...	...
Grant	Westmoreland ... N.B	65 00	35 00	...	...
Grantham	Comox-Atlin ... B.C	39 70	35 00	...	...
Granthurst	Oxford, N.R ... O	59 00	35 00	...	...
Grantley	Dundas ... O	162 50	82 00	...	6 00
Granton	Pictou ... N.S	37 75	35 00	...	...
Grant's Corners	Glengarry ... O	44 15	35 00	...	...
Grantville	Richmond ... N.S	39 00	35 00	...	...
Granville	Queens ... P.E.I	80 00	37 50	...	...
Grasshill	Victoria & Haliburton . O	78 00	35 00	...	...
Grassmere	Muskoka ... O	36 01	*b*37 00	...	...
Grass River	Dauphin ... M	184 00	78 00	...	6 00
Grattan	Northumberland ... N.B	26 00	35 00	...	...
Grattan	Renfrew, S.R ... O	151 95	77 00	...	6 00
Gratton Corner	Prescott ... O	41 50	35 00	...	...
Gravel	Bonaventure ... Q	28 75	35 00	...	...
Gravelbourg	Moosejaw ... Sask	568 36	*c*308 00	51 00	*c*25 50
Gravel Hill	Stormont ... O	54 00	35 00	...	...
Gray	Regina ... Sask	31 57	35 00	...	...
Gray Creek	Kootenay ... B.C	40 30	35 00	...	...
Graystock	Peterboro', E.R ... O	15 00	35 00	...	...
Graytown	Qu'Appelle ... Sask	107 65	63 00	...	6 00
Great Deer	Sask ... Sask	104 47	53 50	...	3 00
Great Desert	Nipissing ... O	38 75	35 00	...	...
Greece's Point	Argenteuil ... Q	108 50	54 00	...	3 00
Greeley	Russell ... O	89 20	48 00	...	...
Greenbank	Ontario, S.R ... O	294 46	151 00	...	16 00
Green Bay	Algoma, E.R ... O	48 00	35 00	...	...
Greenbrier	Moosejaw ... Sask	56 25	35 00	...	...
Greenbush	Brockville ... O	171 52	89 00	...	6 00
Greenbush	York ... N.B	11 00	35 00	...	...
Greendale	Antigonishe ... N.S	7 00	35 00	...	...
Greenfield	Carleton ... N.B	109 00	43 00	...	...
Greenfield	Shelburne & Queens N.S	165 86	90 50	2 25	6 00
Greenfield	Colchester ... N.S	46 50	35 00	...	...
*b*Greenfield	Kings ... P.E.I	6 00	35 00	...	...
Green Glade	Strathcona ... Alta	27 50	35 00	...	...
Green Harbour	Shelburne & Queens . N.S	48 49	38 00	...	...
Green Hill	Pictou ... N.S	33 00	35 00	...	...
Green Hill	York ... N.B	22 00	35 00	...	...

a Opened 1-6-10. *b* Including $2 special salary allowance. *c* Including $23 arrears of salary and $3.50 arrears of rent. *g* Opened 1-6 10. *o* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Green Lake	Prince Albert .... Sask	23 20	42 00	5 49	
Green Lake	York .... N.B	18 00	35 00		
Greenland	Annapolis .... N.S	18 00	35 00		
Greenland	Provencher .... M	35 82	36 00	3 00	
Greenlawn	Victoria .... Alta	50 15	35 00	2 00	
Greenlay	Richmond & Wolfe .... Q	156 11	97 00		6 00
Greenmount	Prince .... P.E.I	42 00	35 00		
Greenock	Bruce, S.R .... O	226 10	92 00		6 00
Green Park	Wellington, N.R .... O	14 00	35 00		
Green Point	Prince Edward .... O	46 50	*e*47 00		
Green Point	Gloucester .... N.B	147 58	76 00		6 00
Green Ridge	Provencher .... M	80 20	49 00	7 50	
Green River	Temiscouata .... Q	40 41	35 00		
Green River	Ontario, S.R .... O	194 06	99 00		6 00
Green River Station	Victoria .... N.B	166 35	113 00		9 50
Green Road	Carleton .... N.B	28 75	35 00		
Green's Brook	Pictou .... N.S	31 50	35 00		
Green's Creek	Colchester .... N.S	56 75	35 00		
Greensworth	Victoria .... Alta	6 00	35 00		
Greenvale	Pictou .... N.S	3 00	35 00		
Greenvale	Kings .... P.E.I	14 00	35 00		
Greenview	Hastings, E.R .... O	113 00	44 00		
Greenville Station	Cumberland .... N.S	56 60	43 00	7 00	
Greenway	Huron, S.R .... O	240 18	150 00		13 00
Greenway	Souris .... M	247 15	116 00	30 00	13 00
Greenwich	Kings .... P.E.I	12 00	35 00		
Greenwich Hill	Kings & Albert .... N.B	112 00	53 50		3 00
Greenwich Ridge	Kings .... N.S	13 00	35 00		
Greenwood	Selkirk .... M	34 50	35 00		
Greenwood	Kings .... N.S	38 80	35 00		
Greer	St. John .... N.B	39 70	35 00		
Greer Mount	Pontiac .... Q	32 25	35 00		
Gregory	Muskoka .... O	146 25	85 00	12 00	6 00
Grenadier Island	Brockville .... O	54 00	46 00		
Grenfel	Simcoe, N.R .... O	27 50	35 00		
Grenier	Beauce .... Q	17 50	35 00		
Grennon	Leeds .... O	2 00	35 00		
Gresham	Bruce, N.R .... O	27 00	35 00		
Gretna	Lennox & Addington .. O	27 00	35 00		
Grey	Grey, N.R .... O	34 00	35 00		
*c*Grey Siding	Nipissing .... O		2 20		0 15
Grey's Mills	Kings & Albert .... N.B	58 25	35 00		
Greystones	Prince Albert .... Sask	16 68	35 00		
Greywood	Annapolis .... N.S	30 36	35 00		
Griersford	Renfrew, N.R .... O	11 70	35 00		
Griersville	Grey, N.R .... O	39 75	35 00		
Griffin	Stanstead .... Q	23 00	35 00		
*a*Griffin Cove East	Gaspé .... Que	71 00	32 08		
Griffin's Corners	Elgin, E.R .... O	49 19	*f*40 00		
Griffith	Renfrew, S.R .... O	98 14	53 50	25 00	3 00
Grimsby Centre	Lincoln .... O	15 00	35 00		
*g*Grimsby Park	Lincoln .... O	992 50	165 00		19 00
Grimsthorpe	Algoma, E.R .... O	64 30	38 00		
Grimston	Grey, S.R .... O	17 54	35 00		
Grondines Est	Portneuf .... Q	39 40	35 00		
Grondines Station	Portneuf .... Q	87 26	35 00		
Gros Morne	Gaspé .... Q	47 42	35 00		

a Opened 1-5-10. *c* Closed 11-4-10. *c* Including $12 night allowance. *f* Including $5 night allowance. *g* Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*q*Gros Pin	Quebec. Q	23 15	26 25		
*d*Grosse Isle	Selkirk Man	33 25	5 83		
Grosses Coques	Digby N.S	142 00	69 80		6 00
Grosses Roches	Rimouski Q	91 41	*f* 48 00		
Grossewerder	Battleford Sask	49 44	35 00		
Grosvenor	Guysborough N.S	13 00	35 00		
Gros Ventre	Medicine Hat Alta	51 40	35 00		
Grouard	Edmonton Alta	355 50	*i*169 00	*i* 3 38	*i*22 50
Grove Avenue	Essex, S.R O	58 21	35 00		
Grove Park	Qu'Appelle Sask	17 50	35 00		
a Groves	Carleton O	48 75	17 50		
Grovesend	Elgin, E.R O	60 55	35 00		
Groves Point	North Cape Breton and Victoria N.S	19 00	35 00		
Groveton	Grenville O	37 22	35 00		
Grund	Souris M	24 90	35 00		
Grunthal	Provencher M	270 85	65 00	6 00	6 00
Gueguen	Kent N.B	50 00	35 00		
Guerin	Peterborough, E.R. O	10 00	35 00		
Guestwick	Battleford Sask	19 90	35 00	1 25	
Guienne	Rimouski Q	130 25	*g*54 00		
Guilds	Kent, W.R O	181 00	86 00		6 00
*h*Guimond	Kent N B	26 25	31 70		
Guite	Bonaventure Q	43 00	35 00		
Gulf Shore	Cumberland N.S	14 00	35 00		
Gull Cove	South Cape Breton N.S	22 25	*f* 45 00		
e Gull Creek	Lennox & Addington O		5 83		
Gully	Battleford Sask	9 00	35 00		
Gunning Cove	Shelburne & Queens N.S	151 75	70 00	3 00	6 00
b Gunningsville	Kings & Albert N.B	61 00	23 33		
Gunter	Hastings, E.R O	165 26	26 45		2 60
Gunton	Selkirk M	345 35	134 00		13 00
c Gurneyville	Victoria Alta	18 75	17 50		
Gutelius	Kootenay B.C	40 20	43 00		
Guthrie	Simcoe, N.R O	66 50	35 00		
Guthrie	Missisquoi Q	49 75	35 00		
Guysborough	Norfolk O	157 45	86 50		6 00
Guysborough Intervale	Guysborough N.S	64 50	35 00	5 00	
Gwynne	Strathcona Alta	76 60	35 00		
Gypsum Mines	Haldimand O	35 00	35 00		
Gypsumville	Dauphin M	61 25	35 00		
HABERMEHL	Grey, S.R O	35 00	35 00		
Habitant	Kings N.S	15 60	35 00		
Hackett's Cove	Halifax N.S	105 00	59 00		6 00
Haddington	Moosejaw Sask	22 50	42 50		
Haddo	Dundas O	50 00	35 00		
Hadlington	Peterborough, E.R O	14 00	35 00		
Hadlow Cove	Lévis Q	112 85	56 00		6 00
Hagan	Nanaïmo B.C	64 50	35 00		
Hagerman's Corners	York, C.R O	77 50	37 00		
Haglof	Humboldt Sask	70 50	37 50		
Hainsville	Dundas O	143 00	58 50		6 00
Hairy Hill	Victoria Alta	82 30	36 00		
Halbstadt	Lisgar M	33 66	35 00		

a Opened 1-10-10. *b* Opened 1-8-10. *c* Opened 1-10-10. *d* Opened 1-2-11. *e* Closed 1-6-10. *f* Including $10 night allowance. *g* Including $16 night allowance. *i* Including $17 arrears salary allowance, $3.50 arrears rent and 38 cts. arrears forward allowance. *q* Closed 19-12-10. *h* Temporarily closed 21-12-10 to 24-1-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Halcomb	Northumberland....N.B	19 00	35 00		
Halcro	Prince Albert......Sask	40 45	35 00		
Halcyonia	Sask.............Sask	53 75	36 00		
Haldane Hill	Parry Sound..........O	81 50	*f* 46 00		
Haldimand	Gaspé..............Q	87 28	*h*62 00		6 00
p Hale	Lambton, W.R.......O	37 42	30 67		
Half Island Cove	Guysborough........N.S	60 00	*i*51 00		
Halfway	Nipissing.............O	214 75	113 00		13 00
Halfway Brook	Colchester..........N.S	32 00	35 00	3 00	
Halfway Cove	Guysborough........N.S	65 95	*h*47 00		
Halfway Lake	Edmonton........Alta	82 15	35 00		
Halfway River Station	Cumberland........N.S	61 00	35 00	15 00	
Haliburton	Prince............P.E.I	46 75	35 00		
Hallerton	Huntingdon...........Q	125 50	46 00		
k Halley	Strathcona........Alta	72 91	50 00	12 00	6 00
Halloway	Hastings, E.R.........O	120 00	60 00		6 00
Hall's Bridge	Peterborough, W.R....O	317 05	146 00	20 00	13 00
Hall's Glen	Peterborough, E.R....O	92 75	38 00		
Hall's Harbour	Kings..............N.S	72 50	45 00		
Hall's Lake	Victoria & Haliburton.O	41 25	*f*45 00		
Hall's Mills	Lanark, N.R..........O	57 55	35 00		
Hall's Prairie	New Westminster .. B.C	58 25	43 50		3 00
Hall's Stream	Compton..............Q	36 26	35 00	5 00	
Hallville	Dundas...............O	249 74	121 00		13 00
Halpenny	Lanark, N.R..........O	16 00	35 00		
Halstead	Dauphin..............M		35 00		
Halston	Hastings, E.R.........O	27 50	35 00		
Halversen	Pontiac...............Q	58 00	35 00		
Hamar	Assa..............Sask	122 25	38 00		6 00
Hamelin	Portneuf.............Q	29 66	35 00		
c Hamill's Point	Muskoka..............O	120 00	60 00		6 00
Hamilton	Prince............P.E.I	40 00	35 00		
Hamilton Beach	Wentworth...........O	184 00	87 00		6 00
Hamilton Cove	Chicoutimi & Saguenay Q	80 00	*e*102 00	6 00	3 00
Hamilton Lake	Red Deer..........Alta	130 00	*i*36 65		
Hamilton Mountain	Sunbury & Queens..N.B	27 00	35 00		
Hamilton, Sub-Office No. 6. d	Hamilton West .... Ont	*d*	*d*		
Hamilton, Sub-Office No. 7 d	Hamilton, W..........O	*d*	*d*		
Hamlet	Simcoe, E.R..........O	130 40	91 00		6 00
Hammonds' Plains	Halifax............N.S	41 95	*f* 45 00		
Hammondvale	Kings & Albert..... N.B	64 25	40 00	8 00	
Hamona	Saltcoats..........Sask	10 00	35 00		
Hampden	Grey, S.R............O	54 50	35 00		
Hampshire	Queens............P.E.I	23 80	35 00		
Hampshire Mills	Simcoe, E.R..........O	27 00	35 00		
Hampstead	Perth, N.R...........O	220 00	105 00		13 00
Hampton	Queens............P.E.I	175 65	109 00	8 00	13 00
Hamrlik	Dauphin..............M	15 00	35 00	3 00	
Hamtown	York...............N.B	32 25	35 00		
Hanbury	Nipissing.............O	160 32	74 00		6 00
Hanbury	Kootenay...........B.C	372 35	183 00		19 00
Hanceville	Yale-Cariboo.......B.C	140 65	65 00	12 00	6 00
Hand Hills	Medicine Hat......Alta	286 10	143 00		13 00
Handsworth	Qu'Appelle........Sask	9 00	35 00		
Hanford Brook	St. John...........N.B	22 00	35 00		

p Opened 16-5-10. *f* Including $10 night allowance. *h* Including $12 night allowance. *i* Including $15 night allowance. *j* Temporarily closed 21-12-10; reopened 24-1-11. *k* Late Bittern Lake. *c* Summer office. *e* Including $20 winter allowance and $25 special winter allowance. *t* Including $1.65 arrears salary allowance. *d* For revenue, etc. see Appendix *C* Hamilton sub-offices.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hanlan	Peel ... O	29 25	35 00		
Hanlan	Macdonald ... M	280 95	101 00	32 00	13 00
Hannon	Wentworth ... O	99 50	53 00		6 00
Hansford	Cumberland ... N.S	78 24	45 00		
Hanson	Assa ... Sask	47 00	35 00		
Hanwell	York ... N. B	43 00	35 00		
Happyland	Moosejaw ... Sask	53 75	35 00		
Happy Valley	Nanaimo ... B.C	34 50	35 00		
Harbledown	Comox-Atlin ... B.C	21 85	35 00		
Harbord	Carleton ... O	77 50	64 00		3 00
Harbour Road	Antigonishe ... N.S	26 25	35 00		
Harbourville	Kings ... N.S	180 00	76 00		6 00
Harcourt	Victoria & Haliburton. O	126 25	57 00	4 00	6 00
a Hardieville	Medicine Hat ... Alta	34 83	14 58		
Hardwicke	Northumberland ... N.B	177 20	66 00		6 00
Hardwood Flat	Compton ... Q	28 10	35 00		
Hardwood Hills	Richmond & Wolfe ... Q	30 00	35 00		
Hardwood Lake	Renfrew, S.R ... O	26 00	35 00		
Hardwood Lands	Hants ... N.S	15 00	35 00		
Harewood	Westmoreland ... N.B	14 00	35 00		
Harkaway	Grey, E.R ... O	54 12	44 00		
Harker	Red Deer ... Alta	50 62	35 00		
Harkness	Humboldt ... Sask	104 80	35 00		
n Harlan	Battleford ... Sask	45 84	29 16		
Harlem	Leeds ... O	169 75	99 00		6 00
Harley	Brant ... O	200 00	105 00	72 00	13 00
Harley Road	Sunbury & Queens ... N.B	21 00	35 00		
Harlington	Dauphin ... M	95 00	40 00		
Harlock	Huron, W.R ... O	44 90	35 00		
Harlowe	Frontenac ... O	131 06	*g*54 00		
Harmattan	Red Deer ... Alta	163 25	50 00		
Harmony	Algoma, W.R ... O	57 31	35 00		
Harmony	Kings ... N.S	33 25	35 00		
Harmony, Lot 13	Prince ... P.E.I	13 00	35 00		
Harmony Mills	Shelburne & Queens. N.S	100 75	45 00		
Harold	Hastings, W.R ... O	105 37	65 00		6 00
Harper	Lanark, S.R ... O	143 40	61 00		6 00
Harper's Camp	Yale-Cariboo ... B.C	93 80	44 00		
Harper's Corners	Wentworth ... O	39 80	35 00		
Harperville	Macdonald ... M	9 25	35 00		
Harpley	Huron, S.R ... O	50 00	35 00		
b Harptree	Moosejaw ... Sask	29 00	23 33		
Harrigan Cove	Halifax ... N.S	139 25	75 00		6 00
Harrington	Queens ... P.E.I	18 50	35 00		
Harrington East	Argenteuil ... Q	182 30	92 00	16 00	6 00
Harrington Harbour	Chicoutimi & Saguenay. Q	40 00	35 00		
Harrison	Moosejaw ... Sask	21 00	35 00	20 00	
Harrison's Corners	Stormont ... O	144 25	64 00		6 00
Harrison Road	Cumberland ... N.S	21 00	35 00		
Harrison-Settlement	Cumberland ... N.S	10 00	35 00		
Harrisville	Westmoreland ... N.B	12 20	35 00		
c Hart	Moosejaw ... Sask	42 94	20 41		
Hartfell	Parry Sound ... O	17 00	35 00		
Hartfield	York ... N.B	44 00	35 00		
Hartford	Norfolk ... O	202 35	93 00		6 00
Hartford	Cumberland ... N.S	140 30	79 00		6 00
Hartford	Carleton ... N.B	22 05	35 00		

a Opened 1-11-10. *b* Opened 1-8-10. *c* Opened 1-9-10. *g* Including $12 night allowance.
n Opened 1-6-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
d Hartin Settlement	York ... N.B	28 00	29 16	....	....
Hartington	Frontenac ... O	179 24	87 00	10 00	6 00
Hartley	Victoria & Haliburton ... O	126 45	66 00	....	6 00
Hartley Bay	Comox-Atlin ... B.C	45 40	35 00	....	....
h Hartsburg	Battleford ... Sask	*b*106 29	21 87	3 75	
e Hartshorn	Red Deer ... Alta	28 10	26 25	....	....
Hartsmere	Lennox & Addington ... O	23 00	35 00	....	.
Hartsville	Queens ... P.E.I	33 75	35 00	....	....
Hartville	Hants ... N.S	41 65	40 00	....	....
Harvard Lakes	Inverness ... N.S	10 00	35 00	....	....
Harvey Bank	Kings & Albert ... N.B	163 95	50 00	....	6 00
f Harwell	Moosejaw ... Sask	71 00	8 75	....	....
Harwood	Northumberland, W.R ... O	286 20	*b*160 00	....	13 00
Harwood	Vaudreuil ... Q	22 00	35 00	....	....
Harwood Plains	Carleton ... O	33 75	34 80	....	....
Haseville	Missisquoi ... Q	35 00	35 00	....	....
Haskett	Lisgar ... M	271 15	123 00	....	13 00
Hassett	Digby ... N.S	34 20	35 00	....	....
Hastings	Cumberland ... N.S	6 00	35 00	....	....
Hastings	Kings & Albert ... N.B	35 00	35 00	....	....
Hastings	New Westminster ... B.C	389 10	136 00	....	13 00
Hastings Coulee	Strathcona ... Alta	157 10	74 00	5 00	6 00
Hatchley Station	Brant ... O	104 69	53 50	....	3 00
Hatfield Point	Kings & Albert ... N.B	291 90	116 00	20 00	13 00
Hatherton	Grey, E.R ... O	31 75	35 00	....	....
Hathersage	Edmonton ... Alta	40 92	11 67	4 85	....
Hatley Centre	Stanstead ... Q	80 50	35 00	....	....
Haultain	Peterborough, E.R ... O	34 85	35 00	....	....
Hauteur	Rimouski ... Q	30 00	35 00	....	....
Havelock	Digby ... N.S	83 71	66 00	....	6 00
Havendale	Guysboro' ... N.S	19 00	35 00	....	....
Havergal	Hastings, E.R ... O	51 77	35 00	....	....
Havilah	Algoma, W.R ... O	50 56	35 00	4 58	....
c Hawkeye	Calgary ... Alta	21 94	30 33	....	....
Hawley	Lennox & Addington ... O	66 00	41 00	....	....
Hawthorne	Russell ... O	78 25	37 00	....	....
Hawthorne	Inverness ... N.S	8 00	35 00	....	....
Hawthorne	Prince ... P.E.I	25 50	35 00	....	....
Hay	Huron, S.R ... O	173 50	88 00	....	6 00
Hay Bay	Lennox & Addington ... O	52 50	35 00	....	....
Hayburn	Lennox & Addington ... O	39 50	35 00	....	....
Hay Cove	Richmond ... N.S	28 00	35 00	*p*32 00	....
Hay Creek	Edmonton ... Alta	40 90	35 00	....	....
Haydon	Durham ... O	100 15	56 00	....	3 00
Hayesland	Wentworth ... O	69 00	35 00	....	....
a Hayes Point	Victoria & Haliburton ... O	64 00	32 00	....	....
Hawkhurst	Moosejaw ... Sask	*g*9 00	....	....	....
Hayesville	York ... N.B	37 00	35 00	....	....
Hayfield	Brandon ... M	24 25	35 00	....	....
Hayfield Station	Brandon ... M	258 00	147 00	7 00	13 00
Haynes	Red Deer ... Alta	26 00	35 00	....	....
Hay's River	Inverness ... N.S	16 50	35 00	3 00	....
Haywood	Macdonald ... M	62 30	46 00	....	....
Hazel Brook	Queens ... P.E.I	35 10	35 00	....	....
Hazeldean	Carleton ... O	199 20	112 00	....	13 00
Hazel Dell	Mackenzie ... Sask	32 00	35 00	....	....

a Summer office ; opened 1 7-10. *c* Closed 11-2-11. *d* Opened 1-6-10. *e* Opened 1-7-10. *f* Opened 1-1-11. *g* Credit supply for a new office not yet opened. *h* Closed 15-11-10. *p* Including $2 arrears forward allowance. *b* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hazel Bluff	Edmonton ... Alta	158 58	41 00	11 25	
Hazel Grove	Queens ... P.E.I	18 00	35 00		
Hazel Land	Argenteuil ... Q	28 50	35 00		
Hazelridge	Selkirk ... M	205 85	*f*110 00		*f*9 00
Hazelwood	Assa ... Sask	41 00	35 00	1 25	
Hazzard's Corners	Hastings, E.R ... O	106 50	45 00		
Headford	York, C.R ... O	65 75	35 00		
Head Lake	Victoria & Haliburton ... O	55 28	35 00		
Headlands	Saltcoats ... Sask	41 00	42 50	16 00	
Head of Amherst	Cumberland ... N.S	124 15	39 00		
Head of Cardigan	Kings ... P.E.I	12 00	35 00		
Head of Chezzetcook	Halifax ... N.S	157 50	70 00	30 00	6 00
Head of Hillsborough	Kings ... P.E.I	28 00	35 00		
Head of Jeddore	Halifax ... N.S	102 70	48 00	20 00	
Head of Jordan River	Shelburne & Queens ... N.S	317 10	128 00		13 00
Head of Lochaber	Antigonishe ... N.S	34 00	35 00		
Head of Millstream	Kings & Albert ... N.B	95 45	46 00	2 25	
Head of Montague	Kings ... P.E.I	8 00	35 00		
Head of River Hebert	Cumberland ... N.S	95 00	72 00		6 00
Head of St. Margaret's Bay	Halifax ... N.S	212 55	*c*111 00		6 00
Head of Tide	Restigouche ... N.B	134 46	35 00	26 00	
Head of Wallace Bay	Cumberland ... N.S	27 36	35 00		
Heal	Nanaimo ... B.C	20 00	35 00		
Hearnleigh	Macleod ... Alta	40 00	35 00		
*b*Hearts Hill	Battleford ... Sask	53 96	20 41		
Heart Lake	Red Deer ... Alta	32 80	35 00		
Heaslip Station	Souris ... M	80 59	53 00		6 00
*a*Heath	Strathcona ... Alta	33 71	8 75		
Heathbell	Pictou ... N.S	22 50	35 00		
Heather	Assiniboia ... Sask	15 20	35 00		
Heather Brae	Strathcona ... Alta	34 25	35 00		
Heatherdale	Kings ... P.E.I	40 00	35 00		
*q*Heatherdown	Edmonton ... Alta	28 47	13 22		
Heathton	Stanstead ... Q	45 00	35 00		
Heaton Moor	Edmonton ... Alta	73 85	35 00		
Hebbs Cross	Lunenburg ... N.S	70 10	35 00	10 00	
Hebert	Megantic ... Q	20 00	35 00		
Hebert	Kent ... N.B	14 00	35 00		
Hebron	Kings & Albert ... N.B	28 75	35 00		
Hebron, Lot 8	Prince ... P.E.I	23 00	35 00		
Hecla	Selkirk ... M	96 00	43 00	3 00	
Hectanooga	Digby ... N.S	146 25	66 00		6 00
Hedgeville	Pictou ... N.S	26 25	35 00		
Hednesford	Regina ... Sask	34 50	35 00		
Heffley Creek	Yale-Cariboo ... B.C	31 60	35 00		
Heidelburg	Waterloo, N.R ... O	234 20	*c*135 00		13 00
Hekkla	Muskoka ... O	30 00	35 00		
Helena	Huntingdon ... Q	101 50	63 00		6 00
Hemford	Lunenburg ... N.S	159 60	96 00	9 00	6 00
Hemison	Dorchester ... Q	34 75	35 00		
Hemlock	Norfolk ... O	46 30	35 00		
Henderson Settlement	Sunbury & Queens ... N.B	52 50	35 00		
Henderson Settlement	Cumberland ... N.S	59 34	35 00		
Henderson's Grove	Megantic ... Q	16 00	35 00		
Henderson Vale	Megantic ... Q	20 00	35 00		
Hendrick	Middlesex, W.R ... O	16 00	35 00		
Henfryn	Huron, E.R ... O	106 00	50 00		

b Closed 1-11 10. *e* Including $15 night allowance. *f* Including $15 arrears of salary and $3 arrears of rent. *a* Opened 1-1-11. *q* Opened 15-11-10. *c* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
Hennigar	Hants N.S	41 00	35 00		
Henribourg	Prince Albert Sask	*d*7 00			
Henry	Prescott O	27 73	35 00		
Henrysburg	St. Johns & Iberville Q	35 00	35 00		
Henrysburg Centre	St. Johns & Iberville Q	94 76	45 50		
Henry's Corners	Lambton, W.R O	5 00	35 00		
Herbert Corners	Russell O	56 50	35 00		
Herdman	Huntingdon Q	113 75	63 00		6 00
Hereford	Compton Q	26 50	35 00		
Hereward	Dufferin O	108 00	55 00		6 00
Hermanville	Kings P.E.I	12 25	35 00		
Hermitage	Queens P.E.I	19 80	35 00		
Hermon	Hastings, E.R O	142 76	81 50	18 00	6 00
Heron	Assa Sask	19 40	35 00		
Heron Island	Restigouche N.B	23 00	35 00		
Herring Cove	Halifax N.S	50 16	35 00		
Herouville	Champlain Q	176 23	96 00		6 00
Herron's Mills	Lanark, N.R O	28 50	35 00		
Hesson	Perth, N.R O	173 54	109 00		13 00
Hetriere	Bellechasse Q	12 00	35 00		
Hewitt	Welland O	107 77	40 00		
Hewitt Landing	Battleford Sask	49 50	35 00	3 00	
Hexham	Northumberland N.B	39 00	35 00		
Heyworth	Wright Q	64 10	35 00		
Hiawatha	Peterborough, E.R O	25 00	35 00		
Hibernia	Sunbury & Queens N.B	67 90	35 00		
Hicksvale	Regina Sask	12 00	35 00		
Hicksville	Westmoreland N.B	12 00	35 00		
Higgin's Road	Prince P.E.I	54 00	35 00		
High Bank	Kings P.E.I	20 75	35 00		
Highbury	Kings N.S	39 00	35 00		
c Highclerc	Humboldt Sask	5 00	31 42		3 00
High Falls	Wright Q	76 70	45 00		
Highfield	York, C.R O	43 32	35 00		
Highfield	Hants N.S	32 92	35 00		
Highfield	Sunbury & Queens N.B	124 35	50 00		6 00
High Forest	Compton Q	16 00	35 00		
Highland	Guysboro N.S	12 00	35 00		
Highland Grove	Victoria & Haliburton O	342 50	141 00	6 00	13 00
Highland Park	Strathcona Alta	147 75	140 00		13 00
Highland Ranch	Red Deer Alta	20 72	35 00		
Highland Village	Colchester N.S	42 25	35 00		
Highlands	Carleton N.B	28 00	35 00		
Highmore	Regina Sask	52 86	35 00	7 11	
Highpound	Moosejaw Sask	202 50	60 00		6 00
High Prairie	Edmonton Alta	32 12	35 00		
Highvale	Edmonton Alta	36 00	35 00		
High View	Assa Sask	109 22	81 00		6 00
Highwater	Brome Q	434 80	231 00	14 00	25 00
Highworth	Battleford Sask	14 92	35 00		
Hilcrest	Assa Sask	23 00	35 00		
a Hilda	Medicine Hat Alta	35 00	10 36		
Hildebrand	Assa Sask	13 92	35 00		
Hildegard	Westmoreland N.B	11 00	35 00		
Hilden	Colchester N.S	53 00	35 00		
Hillandale	Victoria N.B	13 75	35 00		
Hillaton	Kings N.S	78 00	48 00		
b Hillbank	Nanaimo B.C	85 55	23 33		

a Opened 15-12-10. *b* Opened 1-8-10. *c* Closed 15-10-10. *d* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hillburn	Qu'Appelle Sask	29 00	35 00		
Hill Crest	Megantic Q	15 00	35 00		
Hilldrop	Prince Albert Sask	23 00	35 00		
Hill End	Red Deer Alta	54 75	35 00		
Hillesden	Qu'Appelle Sask	40 00	35 00		
Hill Farm	Saltcoats Sask	30 25	35 00		
Hill Grove	Digby N.S	23 50	35 00		
Hill Grove	Westmoreland N.B	11 80	35 00		
Hill Hall	Assa Sask	40 55	35 00		
Hill Head	Argenteuil Q	29 00	35 00		
Hillhurst	Compton Q	205 00	105 00		13 00
Hilliardton	Nipissing O	87 85	47 00		
Hillman	Essex, S.R. O	6 07	35 00		
Hillsborough	Inverness N.S	55 25	e45 00		
Hillsboro, Lot 48	Queens P.E.I	120 00	70 00	15 00	6 00
Hillsburn	Annapolis N.S	48 40	35 00		
Hillsdale	Inverness N.S	15 00	35 00		
Hillsdale	Kings & Albert N.B	110 00	49 00		
Hill's Green	Huron, S. R. O	71 86	55 00		3 00
Hillside	Muskoka O	101 96	35 00		
Hillside	Missisquoi Q	25 00	35 00		
Hillside, Boularderie	North Cape Breton and Victoria N.S	21 00	35 00		
Hillside	South Cape Breton N.S	16 10	35 00		
Hillside	Kings & Albert N.B	17 00	35 00		
Hillsley	Humboldt Sask	68 95	35 00		
d Hill Spring	Macleod Alta	10 00	5 83		
Hillsvale	Hants N.S	39 85	35 00		
Hilltop	Marquette M	50 00	35 00		
Hillview	Nipissing O	64 00	40 00		
Hillview	Yarmouth N.S	26 00	35 00		
Hillview	Brandon M	80 00	46 00		
Hilly Grove	Algoma, E.R O	26 00	35 00		
Hilton	Yale-Cariboo B.C	80 00	35 00		
Himsworth	Parry Sound O	37 00	35 00		
Hinch	Lennox & Addington O	10 00	35 00		
a Hindelang	Nicolet Que	70 71	32 08		
Hindon Hill	Victoria & Haliburton O	17 00	35 00		
Hindville	Victoria Alta	33 00	35 00		
Hiram	Kings & Albert N.B	26 00	35 00		
Hirsch	Assa Sask	317 50	153 00		19 00
Hnausa	Selkirk M	154 46	110 00		13 00
Hoard's Station	Northumberland E.R. O	176 00	p118 00		6 00
Hoasic	Dundas O	25 00	35 00		
Hoath Head	Grey, N.R. O	60 25	35 00		
Hobbema	Strathcona Alta	72 55	35 00		
Hobart	Simcoe, E.R O	30 25	35 00		
Hochfeld	Provencher Man	25 93	35 00		
Hochstadt	Provencher M	48 63	35 00		
Hockley	Dufferin O	102 14	72 00		6 00
Hocquart	Témiscouata Q	129 02	67 00		6 00
Hodgeville	Moosejaw Sask	159 36	c145 50	9 66	g16 00
Hodgins	Pontiac Q	32 97	35 00		
Hodson	Pictou N.S	42 25	35 00		
Hogan	Hastings, E.R. O	120 50	60 00		6 00
Holar	Humboldt Sask	31 60	35 00		
Holbeck	Moosejaw Sask	44 33	35 00	2 50	

a Opened 1-5-10. *d* Opened 1-2-11. *e* Including $10 night allowance. *c* Including $21.50 arrears of salary and $3 arrears of rent. *p* Including $30 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Holberg	Comox-Altin, B.C	57 40	35 00		
Holbrook	Oxford, S.R., O	71 72	52 00		3 00
Holderville	Kings & Albert, N.B	37 55	35 00		
Holiday	Oxford, N.R., O	46 00	35 00		
Holland's Mills	Labelle, Q	87 25	41 00		
Holleford	Frontenac, O	32 50	35 00		
b Hollow Glen	Wright, Que	19 00	17 50		
Holly	Simcoe, S.R., O	72 67	35 00		
c Hollyburn	City of Vancouver, B.C	78 16	20 41		
Holly Park	York, N.R., O	8 25	35 00		
Hollywood	Dauphin, M	117 95	42 00		
Holmes Crossing	Edmonton, Alta	23 45	35 00		
Holmesville	Carleton, N.B	41 25	35 00		
Holmesville	Huron, W.R., O	178 58	89 00	14 00	6 00
Holt	York, N.R., O	99 25	43 00		
Holton	Chateauguay, Q	44 50	35 00	14 00	
Holtville	Northumberland, N.B	48 90	37 00		
Holyrood	Bruce, S.R., O	126 00	67 00		6 00
Homeglen	Strathcona, Alta	36 00	35 00		
Homer	Lincoln, O	146 50	*d*86 00		6 00
Homeville	South Cape Breton, N.S	17 40	35 00		
Homewood	Macdonald, M	227 85	102 00	8 00	13 00
e Honeydale	Charlotte, N.B	146 45	72 00	6 00	6 00
Honfleur	Bellechasse, Q	99 65	44 00		
Honora	Algoma, E.R., O	60 95	36 00	10 00	
Honoreville	St. John's & Iberville, Q	29 00	35 00		
Hope	York, C.R., O	59 50	36 00		
Hope Bay	Bruce, N.R., O	59 00	35 00		
Hopedale	Middlesex, E.R., O	16 50	35 00		
Hopefield	Renfrew, S.R., O	13 50	35 00		
Hopefield	Kings, P.E.I	42 25	35 00		
Hope Point	Comox-Atlin, B.C	33 25	35 00		
Hope River	Queens, P.E.I	25 00	35 00		
Hope Station	New Westminster, B.C	121 05	59 00	28 00	6 00
Hopetown	Bonaventure, Q	45 50	35 00		
Hopetown	Lanark, N.R., O	131 00	65 00	6 00	6 00
Hopewell	Kings & Albert, N.B	42 00	35 00		
Hopper	Kings & Albert, N.B	18 75	35 00		
p Horfield	Moosejaw, Sask	19 00	17 50		
Hornby	Halton, O	286 50	106 00		13 00
Hornby Island	Comox-Atlin, B.C	139 60	66 00		6 00
Horncastle	Victoria & Haliburton, O	64 50	35 00		
Horn's Road	South Cape Breton, N.S	21 00	35 00		
Horse Hills	Edmonton, Alta	39 50	35 00		
Horse Lake	Humboldt, Sask	62 00	40 50		
Hortonburg	Edmonton, Alta	105 40	58 00		6 00
Hotham	Parry Sound, O	50 00	35 00		
Hotspur	Victoria & Haliburton, O	22 00	35 00		
Houghton	Norfolk, O	122 93	76 00		6 00
Housey's Rapids	Muskoka, O	116 32	69 00		6 00
Hove	Dauphin, M	39 95	35 00		
Howard	Renfrew, S.R., O	23 75	35 00		
Howard Brook	Carleton, N.B	13 20	35 00		
Howard Valley	Argenteuil, Q	127 00	*s*78 00		6 00
Howe Island	Frontenac, O	39 00	35 00		
Howiedale	Battleford, Sask	54 45	35 00		
Howlett	Middlesex, W.R., O	68 00	40 00		

b Opened 1-10-10. *c* Opened 1-9-10. *d* Including $15 night allowance. *e* Late Meadows.
s Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Howser	Kootenay.....B.C	78 76	42 00		
Hubrey	Middlesex, E.R.....O	56 00	35 00		
Hudmore	Assa.....Sask	7 00	35 00		
Huestis Landing	Sunbury & Queens...N.B	17 00	35 00		
Hugel	Nipissing.....O	15 00	35 00		
a Huggett	Strathcona.....Alta	17 00	23 33		
Hughenden	Strathcona.....Alta	283 12	35 00		
Hulbert	Dundas.....O	70 62	50 50		3 00
Hullcar	Yale-Cariboo.....B.C	19 25	35 00		
Humber	York, C.R.....O	166 32	96 00		6 00
Hume	Assa.....Sask	194 25	63 00		6 00
Hume Rear	North Cape Breton and Victoria.....N.S	30 00	35 00		
c Humphrey	Muskoka.....O	33 70	35 00		
Hun's Valley	Dauphin.....M	15 00	35 00		
Hunter's Home	Sunbury & Queens...N.B	13 20	35 00		
Hunters Lodge	Annapolis.....N.S	45 00	35 00		
Hunter's Mountain	North Cape Breton & Victoria.....N.S	19 76	35 00		
Hunter's Point	Pontiac.....Q	35 00	35 00		
Hunterstown	Maskinongé.....Q	95 50	52 00		6 00
Hunterville	Yale-Cariboo.....B.C	65 00	35 00		
Hunterville	Red Deer.....Alta	13 80	35 00		
Huntingdon	New Westminster....B.C	364 17	152 00		19 00
Huntingfield	Huron, E.R.....O	19 00	35 00		
Huntington	South Cape Breton..N.S	6 00	35 00		
Huntingville	Sherbrooke.....Q	94 35	37 00		
Huntley	Carleton.....O	108 55	58 00	1 50	6 00
Hunt's Point	Shelburne & Queens.N.S	134 50	59 00		6 00
e Hupel	Yale-Cariboo.....B.C	76 30	20 41		
Huran	Battleford.....Sask	16 00	35 00		
Hurdman Lodge	Sask.....Sask	47 80	35 00		
Hurdman's Bridge	Russell.....O	36 50	35 00		
Hurdville	Parry Sound.....O	95 50	40 00		
Hurley Corner	York.....N.B	16 00	35 00		
Hurondale	Huron, S.R.....O	29 00	35 00		
Huronville	Qu'Appelle.....Sask	98 00	63 00		6 00
Hurton	Humboldt.....Sask	57 00	35 00		
Husavick	Selkirk.....M	25 00	35 00		
d Hussey	Oxford, S.R.....O	42 40	30 67		
Hustlers	Moosejaw.....Sask	11 75	35 00		
b Hutchins Corners	Grenville.....O	27 00	29 16		
Hutchinson	Middlesex, N.R.....O	12 75	35 00		
Hutton House	Muskoka.....O	108 25	55 00		6 00
Huttonsville	Peel.....O	208 80	101 00		9 50
Huxley	Red Deer.....Alta	140 20	55 00	16 00	6 00
Hybla	Hastings, E.R.....O	31 25	35 00		
Hydah	.....B.C	*h*12 50			
Hyde	Saltcoats.....Sask	41 95	35 00		
Hyde Park	Macdonald.....M	16 00	35 00		
Hyder	Souris.....M	27 00	35 00		
Hydraulic	Yale-Cariboo.....B.C	172 00	35 00		
Hyndford	Renfrew, S.R.....O	160 45	67 00		6 00
Hyndman	Grenville.....O	25 00	35 00		

a Opened 1-8-10. *b* Opened 1-6-10. *c* Late Trout Lake. *d* Opened 16-5-10. *e* Opened 1-9-10.
h Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
ICE LAKE	Algoma, E.R. O	34 50	35 00		
Ida	Durham O	98 00	44 00		
Ida	Sunbury & Queens N.B	11 50	35 00		
[c] Idaleen	Moosejaw Sask	29 00	23 33		
Ideal	Macdonald M	50 10	35 00	5 00	
[d] Ile à la Crosse	Battleford Sask	38 13	32 08		
Iles de May	Chicoutimi & Saguenay Q	74 68	[f] 47 50		
Illerbrun	Moosejaw Sask	19 00	35 00	1 25	
Imlah	Kings & Albert N.B	43 75	35 00		
Inadale	Middlesex, W.R. O	11 72	35 00		
Inchby	Sunbury & Queens N.B	42 50	35 00		
Independence	Edmonton Alta	106 35	58 00		6 00
Indian Brook	North Cape Breton & Victoria N.S	34 75	35 00		
Indian Ford	Macdonald M	45 75	35 00		
Indian Harbour	Halifax N.S	115 62	61 00		6 00
Indian Harbour Lake	Guysborough N.S	81 40	36 00		
Indian Island	Charlotte N B	27 20	35 00		
Indian Mountain	Westmoreland N.B	17 50	35 00		
Indian Point	Lunenburg N.S	80 50	40 50		
Indian River	Prince P.E.I	61 50	35 00		
Indian Road	Hants N.S	23 75	35 00		
Indian Springs	Macdonald Man	54 27	35 00		
Inga	Edmonton Alta	92 93	49 00		
Ingle	Lennox & Addington O	25 00	35 00		
Ingleford	Assiniboia Sask	204 13	121 00	12 25	13 00
Ingleside	Macdonald M	17 50	35 00		
Ingleton	Red Deer Alta	56 00	125 00	36 00	12 50
Inglis Falls	Grey, N.R. O	55 00	35 00		
Inglisville	Annapolis N.S	29 56	35 00		
Ingoldsby	Victoria & Haliburton O	34 25	35 00		
Ingolf	Thunder Bay & Rainy River O	200 30	106 50		12 50
Ingomar	Shelburne & Queen N.S	129 80	78 00		6 00
Ingonish Centre	North Cape Breton & Victoria N.S	30 00	35 00		
Ingonish Ferry	North Cape Breton & Victoria N.S	56 00	[g] 45 00		
Inholmes	Parry Sound O	38 50	35 00		
Inlet	Labelle Q	53 75	[f] 45 00		
Inlet Baddeck	North Cape Breton & toria N.S	21 00	35 00		
Innisville	Lanark, S.R. O	96 00	[e] 67 00		6 00
Insinger	Mackenzie Sask	120 25	66 00	8 00	6 00
Invergordon	Prince Albert Sask	50 00	35 00		
Inverhuron	Bruce, N.R O	106 20	42 50		
Intervale	Westmoreland N.B	17 00	35 00		
[d] Invernairn	Moosejaw Sask	86 50	32 08		
Inverness	Prince P.E.I	15 30	35 00		
Inverness	Comox-Atlin B.C	100 80	35 00		
Inwood	Dauphin M	75 20	35 00	3 00	
Iola	Strathcona Alta	24 75	35 00		
Iona	Queens P.E.I	81 40	42 00		
Iowalta	Red Deer Alta	35 75	35 00		

[c] Opened 1-8-10. [d] Opened 1-5-10. [e] Including $12 night allowance. [f] Including $10 night allowance. [g] Including $10 for winter season, 1909-10. [a] Opened 1-5-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ira	Wentworth, O	44 04	35 00		
Ireland	Renfrew, S.R., O	21 55	35 00		
Ireton	Yarmouth, N.S	15 00	35 00		
Iris	Queens, P.E.I	75 45	35 00		
Irish Lake	Grey, S.R., O	42 25	35 00		
*a*Irishtown	Westmoreland, N.B	6 00	34 00	19 46	
Irish Vale	South Cape Breton, N.S	20 00	35 00		
Iron Bound Cove	Sunbury & Queens, N.B	19 00	35 00		
Iron Bridge	Algoma, E.R., O	263 25	147 00	26 00	13 00
Iron Hill	Brome, Q	151 15	82 00		6 00
Iron Mines	Inverness, N.S	20 50	35 00		
Iron Ore	Pictou, N.S	10 00	35 00		
Iron Rock	Picton, N.S	41 00	35 00		
Ironside	Wright, Q	116 81	64 00		6 00
Iron Springs	Medicine Hat, Alta	140 95	69 00	1 25	6 00
Ironville	North Cape Breton & Victoria, N.S	21 00	35 00		
Iroquois	Victoria, N.B	71 00	44 00		3 00
*b*Iroquois Falls	Nipissing, Ont	125 00	2 91		
Irvine	Megantic, Q	14 00	35 00		
Irving Settlement	Kings & Albert, N.B	37 00	35 00		
Irwinville	Victoria, Alta	80 75	35 00		
Isaac's Harbour North	Guysborongh, N.S	216 60	*c*93 00		6 00
Isabella	Marquette, M	139 79	35 00		
Isbester	Algoma, W.R., O	26 05	35 00		
Isherwood	Thunder Bay and Rainy River, O	22 00	35 00		
Island Brook	Compton, Q	208 49	*e*137 00	3 00	13 00
Island East River	Pictou, N.S	27 00	35 00		
Island Point	North Cape Breton and Victoria, N.S	8 00	35 00		
Island River	Gloucester, N.B	55 58	35 00		
Island View	York, N.B	16 50	35 00		
Islay	Victoria & Haliburton, O	61 25	35 00		
Ile aux Coudres	Charlevoix, Q	60 60	*d*45 00	6 00	
Ile Bizard	Jacques Cartier, Q	70 00	46 00		
Isle des Chenes	Provencher, M	40 00	35 00		
Isle Dupas	Berthier, Q	54 60	35 00		
Isle of Skye	Huntingdon, Q	74 25	35 00		
Isle Perrot	Vaudreuil, Q	71 19	40 00		
Isle Perrot, Nord	Vaudrenil, Q	55 50	37 00		
Italy Cross	Lunenburg, N.S	151 48	80 00	3 00	6 00
Ivera	North Cape Breton and Victoria, N.S	13 50	35 00		
Ives	Richmond & Wolfe, Q	43 77	35 00		
Ivor	Moosejaw, Sask	87 26	35 00	3 00	
Ivry	Temiscouata, Q	89 00	57 00		6 00
Ivy	Simcoe, S.R., O	237 21	112 00		13 00
Ivy Lea	Leeds, O	202 05	95 60		6 00
JACKFISH LAKE	Battleford, Sask	66 25	35 00		
Jack's Lake	Simcoe, N.R., O	36 00	35 00		
Jackson	Cumberland, N.S	40 00	35 00		
Jackson	Grey, N.R., O	133 50	85 00		6 00
Jackson Corners	Essex, N.R., O	47 65	35 00		

b Opened 1-3-11. *c* Including $15 night allowance. *d* Including $10 night allowance. *e* Including $30 night allowance for summer 1910. *a* Quarantined from 10-2-11 to 21-2-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Jacksontown	Carleton N.B	36 00	35 00	...	...
Jacksonville	North Cape Breton and Victoria N.S	15 00	35 00	...	...
Jackville	Calgary Alta	45 20	35 00	...	...
Jaffa	Elgin, E.R O	57 50	35 00	...	...
Jaffray	Kootenay B.C	703 55	226 00	...	25 00
Jailletville	Kent N.B	36 50	35 00	...	...
James Bay Junction	Parry Sound O	47 42	40 00	...	...
James River	Antigonishe N.S	13 00	35 00	...	...
James River Station	Antigonishe N.S	156 75	70 00	52 00	6 00
Jamesville	North Cape Breton and Victoria N.S	12 00	35 00	...	...
*b*Jamesville West	North Cape Breton and Victoria N.S	50 66	24 83	...	...
Jamieson	Lanark, N.R O	16 00	35 00	...	...
Jamieson	Megantic Q	16 00	35 00	...	...
*c*Jamiston	Moosejaw Sask	52 61	32 08	...	...
*d*Janes Road	City of Vancouver B.C	130 70	26 25	...	...
Janeville	Gloucester N.B	86 70	40 00	...	...
Janow	Selkirk M	80 00	46 50	...	3 00
Jardineville	Kent N.B	81 00	49 00	...	3 00
Jarlsberg	Parry Sound O	184 50	78 00	...	6 00
Jarnac	Labelle Q	21 00	35 00	...	...
Jauvrin's Harbour	Richmond N.S	16 00	35 00	...	...
Jeanette's Creek	Kent, W.R O	169 14	98 00	...	6 00
Jeanne d'Arc	Wright Q	58 80	35 00	...	...
Jedburgh	Mackenzie Sask	23 00	35 00	...	...
Jeddore Oyster Ponds	Halifax N.S	180 06	87 00	12 00	6 00
Jedway	Comox-Atlin B.C	137 23	35 00	...	...
Jefferson	York, C.R O	100 90	52 50	...	3 00
Jeffry	Kings & Albert N.B	77 50	40 00	...	...
Jeffrey	Edmonton Alta	13 03	35 00	...	...
Jellyby	Brockville O	33 50	35 00	...	...
Jenkins	Sunbury & Queens N.B	19 00	35 00	...	...
Jericho	Lambton, E.R O	72 00	37 00	...	...
Jermyn	Peterborough, E.R O	44 50	35 00	...	...
Jersey Cove	North Cape Breton and Victoria N.S	23 00	35 00	...	...
Jersey Cove	Gaspé Q	48 00	35 00	...	...
Jersey Mills	Beauce Q	159 10	50 00	...	...
Jessop Falls	Prescott O	71 82	53 50	...	3 00
Jessopville	Dufferin O	126 00	63 00	...	6 00
Jetté	Nicolet Q	28 05	*a*45 00	32 00	...
Jewellville	Renfrew, S.R. O	31 60	35 00	...	...
Jewett Brook	York N.B	30 25	35 00	...	...
Jewett's Mills	York N.B	26 25	35 00	...	...
Jocelyn	Algoma, W.R O	52 00	35 00	...	...
Jock Vale	Carleton O	114 90	*a*59 00	...	...
Jocko River	Nipissing O	62 00	58 00	...	6 00
Joggin Bridge	Digby N.S	147 20	51 00	...	6 00
Jogues	Bagot Q	26 50	35 00	...	...
Johnson	Grey, N.R O	55 00	35 00	...	...
Johnson's Croft	Kings & Albert N.B	10 25	35 00	...	...
Johnson's Mills	Westmoreland N.B	40 50	35 00	...	...
Johnston	Sunbury & Queens N.B	16 00	35 00	...	...
Johnston's Corners	Russell O	28 25	35 00	...	...
Johnston's River	Queens P.E.I	29 25	35 00	...	...
Johnstown	Richmond N.S	32 00	35 00	...	...

a Including $10 night allowance. *b* Opened 1-8-10. *c* Opened 1-5-10. *d* Opened 1-7-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Johnstown	Grenville O	36 00	35 00		
Johnville	Carleton N.B	84 75	35 00	6 00	
Jolicure	Westmoreland N.B	138 05	70 00		6 00
Joly	Lotbinière Q	16 00	35 00		
Jones Falls	Leeds O	144 50	74 00		6 00
b Jonesville	Moosejaw Sask	119 00	29 16		
c Jonquières Nord	Chicoutimi & Saguenay Q	19 00	29 16		
Jonquières Sud	Chicoutimi & Saguenay Q	73 00	35 00		
Jordan Bay	Shelburne & Queens N.S	37 70	35 00		
Jordan Bay, E. Side	Shelburne & Queens N.S	111 00	51 00		6 00
Jordan Branch	Shelburne & Queens N.S	31 00	35 00		
Jordan Ferry	Shelburne & Queens N.S	45 20	35 00		
Jordan Harbour	Lincoln O	413 05	153 00		19 00
c Jordan Mountain	Kings & Albert N.B	10 00	8 75		
Joseph Farm	Wright Q	18 88	35 00		
Josephsburg	Waterloo, S.R O	13 00	35 00		
Josephsburg	Medicine Hat Alta	152 35	82 00		6 00
Joyceville	Frontenac O	45 75	35 00		
Joynt	Wright Q	69 30	*h*52 00		
Jubilee	North Cape Breton & Victoria N.S	26 25	35 00		
Jubilee	Kings & Albert N.B	67 00	36 00		
Juddhaven	Muskoka O	253 50	99 50		9 50
Judge	Nipissing O	47 75	39 50	8 00	
Judgeville	Leeds O	36 20	35 00		
Judique	Inverness N.S	109 84	*i*69 00	10 00	6 00
Judique Chapel	Inverness N.S	74 67	37 00		
e Jules	Wright Q		11 66		
Julien	Portneuf Q	41 65	35 00		
Jumping Pound	Calgary Alta	73 90	45 00		3 00
Junetown	Brockville O	85 25	41 50		
Juniper Mount	South Cape Breton N.S	34 50	35 00		
g Juniper Island	Peterborough, E.R O	282 26	141 00		13 00
a Junkins	Edmonton Alta	95 45	35 00		
Jura	Lambton, E.R O	24 25	35 00		
Juneata	Saskatoon Sask	200 14	85 00		6 00
Justice	Brandon M	238 48	86 00		6 00
Juvenile Settlement	Sunbury & Queens N.B	34 65	35 00		
KAISER	Qu'Appelle Sask	260 95	*i*117 00	114 00	9 50
Kaladar Station	Lennox & Addington O	140 85	92 00		6 00
Kaleida	Lisgar M	142 00	73 00		6 00
Kaministikwia	Thunder Bay & Rainy R O	266 00	156 00		13 00
Kanata	Red Deer Alta	41 25	35 00		
Kananaskis	Calgary Alta	40 00	*i*42 50		
d Kanawana	Terrebonne Q	5 00	13 00		
Kanes	Gloucester N.B	32 10	35 00		
Kanyengeh	Brant O	23 00	35 00		
f Kaposvar	Saltcoats Sask	5 00	29 16		
Karsdale	Annapolis N.S	96 34	48 00		3 00
Kashaboiwe	Thunder Bay & Rainy River O	235 00	99 00		6 00
Katepwe	Saltcoats Sask	16 25	35 00		
Katevale	Stanstead Q	214 95	110 00		13 00

a Late Jarrow. *b* Opened 1-6-10. *c* Opened 1-1-11. *d* Opened 13-7-10; summer office. *e* Late Mistook. *e* Closed 1-8-10. *f* Closed 1-2-11. *g* Summer office. *h* Including $10 night allowance. *i* Including $12 night allowance. *j* Including $7.50 night allowance, $3.50 of which is arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Katrine	Portage la Prairie.....M	169 70	*f*80 00	....	6 00
Katrinthal	Regina ....Sask	23 75	35 00	....	....
e Kawartha Park	Peterboro, W.R.......O	57 00	29 00	....	....
a Kealey Springs	Moosejaw.........Sask	30 60	32 08	....	....
Keatley	Battleford.........Sask	144 15	43 00	3 00	....
Keats	Westmoreland ......N.B	23 00	35 00	....	....
Kedron	Kings & Albert.....N.B	16 00	35 00	....	....
Keefers	Yale-Cariboo........B.C	139 25	*g*69 50	....	6 00
Keelerville	Frontenac..........O	23 00	35 00	....	....
Keenansville	Simcoe, S.R ....O	53 25	35 00	....	....
Keephills	Edmonton..........Alta	73 75	35 00	....	....
Kegaska	Chicoutimi & Saguenay.Q	8 75	35 00	....	....
Keho	Medicine Hat.....Alta	....	35 00	....	....
Keirsteadville	Kings & Albert.....N.B	38 00	35 00	....	....
Keith	Compton..............Q	51 00	*d*45 00	....	....
Keithley Creek	Yale-Cariboo........B.C	28 75	35 00	....	....
Keithville	Moosejaw..........Sask	64 35	35 00	....	....
b Keld	Dauphin..............M	8 00	8 75	....	....
Keldon	Dufferin..............O	71 85	44 00	....	....
Kelfield	Battleford..........Sask	53 25	35 00	....	....
Kells	Nipissing..............O	120 40	59 00	....	6 00
Kellsite	Parry Sound..........O	13 00	35 00	....	....
Kelly	Bonaventure..........Q	66 05	35 00	....	....
Kelly's Cross	Queens............P.E.I	87 65	49 00	....	....
Kelley Cove	Yarmouth...........N.S	35 25	35 00	....	....
Kelly's Mills	Megantic..............Q	39 00	35 00	....	....
Kelmar	Durham................O	31 50	35 00	....	....
Kelso	Huntingdon..........Q	108 50	63 00	....	6 00
Kelso	Halton.................O	134 75	67 00	....	6 00
Kelso Station	Assiniboia..........Sask	145 48	35 00	....	....
Kelstern	Moosejaw..........Sask	67 50	35 00	....	....
Kelvin Glen	South Cape Breton..N.S	13 05	35 00	....	....
Kelvington	Humboldt..........Sask	146 73	73 00	16 00	6 00
Kelvin Grove	Prince............P.E.I	24 00	35 00	....	....
Kelvin Grove	Huntingdon..........Q	48 25	35 00	....	....
c Kelvinhurst	Moosejaw..........Sask	106 50	20 41	....	....
Kemah	Moosejaw..........Sask	27 50	35 00	....	....
Kemble	Grey, N.R..............O	263 00	130 00	3 00	13 00
Kemnay	Brandon..............M	211 50	113 00	....	13 00
Kempt	Shelburne & Queens.N.S	190 28	97 00	....	6 00
Kempt Road	Richmond...........N.S	28 50	35 00	....	....
Kempt Road Hill	Bonaventure..........Q	19 50	35 00	....	....
Kempt Station	Rimouski..............Q	80 00	35 00	....	....
Kempt Shore	Hants.................N.S	126 90	68 00	....	6 00
Kempt Town	Colchester..........N.S	79 61	35 00	....	....
Kempton	Grenville..............O	26 00	35 00	....	....
Kendal	Durham................O	376 95	193 00	....	19 00
Kendal Station	Qu'Appelle.........Sask	189 18	35 00	....	....
b Kenex	Macleod............Alta	21 00	8 75	....	....
Kenlis	Saltcoats...........Sask	99 20	84 00	....	6 00
Kenlock	Inverness............N.S	101 20	44 00	28 00	....
Kennebecasis Island	Kings & Albert.....N.B	17 00	35 00	....	....
Kennell	Regina.............Sask	25 30	35 00	....	....
Kenneth	Carleton...........N.B	34 95	35 00	....	....
Kennetcook Corner	Hants.................N.S	159 47	119 00	9 00	13 00
Kenneway	Victoria & Haliburton..O	35 01	35 00	....	....
Kennicott	Perth, S.R............O	120 20	51 00	....	6 00

a Opened 1-5-10. *b* Opened 1-1-11. *c* Opened 1-9-10. *d* Including $10 night allowance. *e* Summer office. *f* Including $15 night allowance. *g* Including $7.50 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kennington Cove	South Cape Breton..N.S	19 00	35 00		
Kénogami	Chicoutimi & SaguenayQ	48 70	35 00		
Kensington	Huntingdon Q	155 99	78 00		6 00
Kensington Prairie	New Westminster...B.C	70 50	35 00		
Kensmith	Battleford Sask	13 99	35 00		
Kent Centre	Kent, W.R. O	112 36	48 00		
Kent Junction	Kent N.B	182 10	69 00		6 00
Kent Lake	Kent N.B	48 90	35 00		
Keohan	Kings & Albert N.B	19 00	35 00		
Keoma	Calgary Alta	166 30	35 00		
Kepler	Frontenac O	50 25	35 00		
Keppel	Battleford Sask	69 00	35 00		
Kerfoot	Portage la Prairie M	60 20	35 00		
Kermaria	Humboldt Sask	18 80	35 00		
Kerrowgare	Pictou N.S	42 90	35 00		
[c]Kerr Robert	Battleford Sask	468 90	13 22	4 50	
Kerry	Kings & Albert N.B	17 50	35 00		
Kersley	Yale-Cariboo. B.C	68 25	[b]51 00		
Kertch	Lambton, W.R. O	124 40	67 50		6 00
Keswick Ridge	York N.B	121 85	50 00		3 00
Keswick Valley	York N.B	15 47	35 00		
Ketch Harbour	Halifax N.S	38 35	35 00		
[a] Kevisville	Red Deer Alta	44 32	30 67		
Kew	Macleod Alta	28 20	35 00		
Keward	Grey, S.R. O	26 50	35 00		
Kewstoke	Inverness N.S	22 00	35 00		
Keyser	Middlesex, N.R. O	146 65	53 50		3 00
Key West	Regina Sask	146 30	58 50		3 00
Khartum	Renfrew, S.R. O	38 74	35 00		
Khiva	Huron, S.R. O	43 75	35 00		
Kierkoski	St Hyacinthe Q	70 00	40 00		
Kilbain	Huntingdon Q	49 00	35 00		
Kilbirnie	Frontenac O	11 00	35 00		
Kilbourne Siding	Laval Q	249 60	72 75		4 50
Kildare	Prince P.E.I	42 50	35 00		
Kildare Capes	Prince P.E.I	20 00	35 00		
Kilfoil	Carleton N.B	29 10	35 00		
Kilgorie	Dufferin O	21 40	35 00		
Kilkenny Lake	South Cape Breton..N.S	3 00	35 00		
Killaloe	Renfrew, S.R. O	91 94	47 00		3 00
Killam's Mills	Westmoreland N.B	61 00	35 00		
Killean	Wellington, S.R. O	31 00	35 00		
Killowen	Argenteuil Q	34 50	35 00		
Killowen	Carleton N.B	30 00	35 00		
Kilmanagh	Peel O	24 75	35 00		
Kilmarnock	Lanark, S.R. O	23 17	35 00		
Kilmartin	Middlesex, W.R. O	35 00	35 00		
Kilmaurs	Carleton O	69 00	35 00		
Kilwinning	Prince Albert Sask	75 07	35 00		
Kilworth Bridge	Middlesex, W.R. O	59 20	35 00		
Kilworthy	Muskoka O	215 50	103 00	32 00	13 00
Kimball	Lambton, W.R. O	74 00	40 00		
Kimball	Medicine Hat Alta	135 50	73 00		6 00
Kimberley	Megantic Q	21 00	35 00		
Kimbo	Lincoln O	29 00	35 00		
Kimsquit	Comox-Atlin B.C	8 00			
Kinbrae	Saltcoats Sask	24 00	35 00		

[a] Opened 16-5-10. [c] Opened 15-11-10. [b] Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kincardine	Victoria ... N.B	32 25	35 00	10 00	....
Kingcome Inlet	Comox-Atlin ... B.C	23 00	35 00	....	....
Kingarth	York ... N.B	42 75	35 00	....	....
Kincolith	Comox-Atlin ... B.C	82 95	60 00	....	6 00
Kincorth	Moosejaw ... Sask	81 00	35 00	....	....
Kingarf	Bruce, N.R. ... O	58 25	35 00	....	....
King Corner	Megantic ... Q	21 00	35 00	....	....
King Creek	York, N.R ... O	14 00	35 00	....	....
Kinghurst	Grey, S.R ... O	15 00	35 00	....	....
Kinglake	Norfolk ... O	127 36	60 00	....	6 00
Kingross	Inverness ... N.S	45 25	35 00	....	....
Kingsborough	Kings ... P.E.I	63 45	35 00	....	....
Kingsbury	Lunenburg ... N.S	55 30	35 00	....	....
Kingscote	Grey, E.R ... O	45 75	35 00	....	....
Kingscourt	Lambton, E.R ... O	61 00	35 00	....	....
Kingscroft	Stanstead ... Q	93 27	43 00	....	....
Kingscroft	Sunbury & Queens ... N.B	28 25	35 00	....	....
c Kingsey	Drummond ... Q	....	38 cts.	....	....
Kingsford	Hastings, E.R ... O	100 00	44 00	....	....
Kingsgate	Kootenay ... B.C	221 35	109 00	....	13 00
King's Head	Pictou ... N.S	43 00	35 00	....	....
a Kingsland	Battleford ... Sask	24 50	23 33	....	....
Kingsley	Lisgar ... M	45 50	35 00	....	....
Kingsley	York ... N.B	15 00	35 00	....	....
Kingsmere	Wright ... Q	111 00	44 00	....	....
Kingston	Queens ... P.E.I	68 50	36 00	....	....
Kingston Mills	Frontenac ... O	41 65	*j*40 00	12 00	....
d Kingston Station	Kingston ... O	175 94	98 87	....	11 38
Kingston Village	Kings ... N.S	161 86	87 50	....	6 00
Kingsville	Inverness ... N.S	32 83	35 00	*e*6 33	....
King's Wharf	Victoria & Haliburton ... O	49 08	35 00	....	....
Kingwood	Waterloo, N.R ... Ont	66 42	35 00	....	....
Kinkora	Perth, N.R ... O	115 35	70 00	....	6 00
Kinkora	Prince ... P.E.I	171 90	*f*91 00	4 00	6 00
Kinlock	Queens ... P.E.I	31 55	35 00	....	....
Kinloss	Bruce, S.R ... O	228 75	100 00	18 00	6 00
Kinlough	Bruce, S.R ... O	174 60	80 00	5 00	6 00
Kinosota	Dauphin ... M	103 80	63 00	....	6 00
Kinnondale	Medicine Hat ... Alta	231 57	62 00	*g*3 37	6 00
Kinross	Queens ... P.E.I	131 45	54 00	....	6 00
Kinsale	Ontario, S.R ... O	183 95	111 00	....	13 00
Kinsella	Strathcona ... Alta	119 60	35 00	....	....
Kinsman's Corners	Kings ... N.S	341 94	209 00	....	25 00
Kintail	Huron, W.R ... O	196 70	100 00	....	6 00
Kintore	Victoria ... N.B	153 59	59 00	8 00	6 00
Kintyre	Elgin, W.R ... O	40 85	35 00	....	....
Kipling	Nipissing ... O	46 00	35 00	....	....
Kipiegun	Selkirk ... M	8 75	35 00	....	....
b Kipp	Medicine Hat ... Alta	260 84	89 50	....	9 50
Kirby	Durham ... O	37 25	35 00	....	....
Kirk	Edmonton ... Alta	29 75	35 00	....	....
Kirkdale	Drum'd & Arthabaska ... Q	60 25	35 00	....	....
Kirkella	Brandon ... M	133 45	77 00	....	6 00
h Kirkfield Park	Macdonald ... Man	70 18	5 83	....	....
Kirkhill	Glengarry ... O	143 15	*i*84 00	....	6 00
Kirkhill	Cumberland ... N.S	11 00	35 00	....	....

a Opened 1-8-11. *b* Late Prairie View. *c* Closed 4-4-10. *d* Closed 14-2-11; reopened 15-3-11. *e* Including 33 cts. arrears forward allowance. *f* Including $16 night allowance. *g* Including 37 cts. arrears forward allowance. *h* Opened 1-2-11. *i* Including $10 night allowance. *j* Including $5 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kirkland	Carleton N.B	144 50	89 00		6 00
e Kirkness	Selkirk Man	5 00	5 83		
Kirkmount	Picton N.S	8 25	34 80		
Kirk's Ferry	Wright Q	82 05	47 00		
Kirkpatrick	Prince Albert Sask	19 00	35 00		
Kirkwall	Wentworth O	109 15	53 00		6 00
Kirkwood	Northumberland N.B	48 00	34 80		
Kirwin	Pontiac Q	9 60	35 00		
Kiskisink	Quebec Q	110 75	65 00		6 00
a Kispiox	Comox-Atlin B.C	32 00	11 66		
Kitchener	Kootenay B.C	122 50	93 00		6 00
Kitimat	Comox-Atlin B.C	22 00	35 00		
Kitimat Mission	Comox-Atlin B.C	76 20	47 50		3 00
Kitsumkelum	Comox-Atlin B.C	262 65	106 00		13 00
Kleefeld	Provencher M	61 00	35 00		
Klondyke	Selkirk M		35 00		
Knapdale	Middlesex, W.R O	9 00	35 00		
Knatchbull	Halton O	25 75	35 00		
Knightington	Renfrew, N.R O	39 50	35 00		
Knightville	Kings & Albert N.B	38 75	35 00		
Knowles	Shelburne & Queens N.S	63 20	35 00		
Knowlesville	Carleton N.B	36 00	35 00	5 00	
Knowlton Landing	Brome Q	137 45	74 00		6 00
Knox	Brandon M	49 45	35 00		
Knoxford	Carleton N.B	75 25	35 00	6 00	
b Knoxville	Humboldt Sask	13 00	14 58		
Knoydart	Antigonishe N.S	24 00	35 00		
Koch Siding	Kootenay B.C	225 05	73 50		6 00
Kohler	Haldimand O	114 23	*f*74 00		6 00
Kokanee	Kootenay B.C	47 75	35 00		
Koksilah	Nanaimo B.C	170 30	66 00		6 00
Kolapore	Grey, E.R. O	67 20	35 00		
Kolbeck	Cumberland N.S	27 50	35 00		
Komarno	Selkirk M	130 75	64 00		6 00
Kootenay Bay	Kootenay B.C	58 50	39 00		
c Kopernick	Strathcona Alta	5 00	35 00		
d Kora	Calgary Alta	5 00	20 41		
Korah	Algoma, W.R O	48 50	35 00		
Koshee	Muskoka O	185 50	57 00		6 00
Kossuth	Waterloo, S.R O	94 25	51 00		6 00
Kouchibouguac Beach	Kent N.B	17 00	35 00		
Krakow	Victoria Alta	25 00	35 00		
Krauss	Regina Sask	27 00	35 00	3 00	
Krenzburg	Selkirk M	54 00	35 00		
Kristnes	Humboldt Sask	43 25	35 00		
Kronsgart	Lisgar M	52 95	51 00		3 00
Krugersdorf	Nipissing O	62 52	35 00		
Kualt	Yale-Cariboo B.C	143 75	*g*145 50		12 50
Kuhryville	Perth, N.R O	55 30	35 00		
Kuper Island	Nanaimo B.C	80 00	51 00		6 00
Kurtzville	Perth, N.R O	108 35	72 00		6 00
Kuskonook	Kootenay B.C	64 25	37 00		
Kutawa	Humboldt Sask	46 00	107 50	4 00	9 50
Kyle	Prince Albert Sask	29 97	35 00		
Kyleville	Moosejaw Sask	114 20	38 75		
Kyuquot	Comox-Atlin B.C	24 50	35 00		
Kylemore	Humboldt Sask	69 15	35 00		

a Opened 1-12-10. *b* Opened 1-11-10. *c* Late Koperville. *d* Closed 1-11-10. *e* Opened 1-2-11
f Including $10 night allowance. *g* Including $7.50 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
LA BALEINE	Charlevoix Q	40 00	35 00		
La Baronie	Chambly & Verchères Q	23 75	35 00		
La Barre	Chicoutimi & Saguenay Q	44 50	35 00		
La Barrière	Berthier Q	40 00	35 00		
La Bataille	St. Johns & Iberville Q	80 00	35 00		
Laberge	Chateaugnay Q	25 00	35 00		
Labrie	Bellechasse Q	26 00	35 00		
La Butte	Bonaventure Q	14 00	35 00		
La Broquerie	Provencher M	207 50	146 00		13 00
L'Acadie	St. Johns & Iberville Q	146 20	83 00	3 00	6 00
L'Acadie Station	St. Johns & Iberville Q	34 70	35 00	3 00	
La Calmette	Edmonton Alta	48 30	35 00		
Lac à la Croix	Chicoutimi & Saguenay Q	14 10	35 00		
Lac à Laurent	Chicoutimi & Saguenay Q	12 00	35 00		
La Carrière	Bagot Q	27 00	35 00		
*a*Lac à Beauce	Champlain Q	25 58	20 41		
*b*Lac à Foin	Labelle Q	27 41	16 16		
*a*Lac aux Brochets	Champlain Q	31 96	20 41		
Lac aux Sables	Portneuf Q	242 91	113 50		13 00
Lac Bellemare	Three. R. & St. Maurice Q	135 50	64 00	*f*6 00	6 00
*c*Lac Brière	Chicoutimi & Saguenay Q	14 00	16 65		
Lac Castor	Labelle Q	45 94	35 00		
Lac Charlebois	Terrebonne Q	60 00	*j*40 00		
Lac Clair	Chicoutimi & Saguenay Q	14 00	35 00		
Lac des Commissaires	Chicoutimi & Saguenay Q	31 35	35 00		
Lac Desert	Labelle Q	54 75	35 00		
Lac des Iles	Labelle Q	60 50	35 00		
*a*Lac Echo	Terrebonne Q	5 00	10 00		
Lac Grosleau	Labelle Q	46 51	35 00		
La Chapelle	Two Mountains Q	39 75	35 00		
Lachenaie	L'Assomption Q	74 00	43 00		
La Chevrotière	Portneuf Q	145 00	*g*142 50	134 00	9 50
Lachine Rapids	Jacques Cartier Q	39 00	35 00		
Lac Humqui	Rimouski Q	105 00	52 00		6 00
Lac la Biche	Victoria Alta	49 00	35 00	3 00	
Lac la Nonne	Edmonton Alta	50 50	37 00		
Lac la Pêche	Champlain Q	103 53	52 00		6 00
*c*Lac la Plonge	Battleford Sask	8 30	32 08		
Lac Long	Temiscouata Q	76 58	35 00		
Lac Manitou	Terrebonne Q	117 00	60 00		6 00
*h*Lac Manitou, Sud	Terrebonne Q	41 00	21 00		
*h*Lac Marcois	Terrebonne Q	44 00	22 00		
Lac Marquis	Rimouski Q	60 81	37 50		
Lac Mercier	Terrebonne Q	233 80	*i*110 00		6 00
Lac Nantel	Terrebonne Q	91 05	66 00		6 00
Lacolle Station	St. Johns & Iberville Q	135 00	*i*67 00		6 00
La Conception Station	Labelle Q	35 00	35 00	15 00	
Laconia	Lunenburg N.S	23 00	35 00		
La Corniche	Montcalm Q	6 00	35 00		
Lac Pelletier	Moosejaw Sask	113 05	35 00		
Lac Ste. Anne	Edmonton Alta	285 00	104 00	9 00	9 50
Lac St. Joseph	Portneuf Q	158 86	86 00		6 00
Lac St. Pacôme	Kamouraska Q	60 00	35 00		
Lac St. Vincent	Victoria Alta	84 50	35 00	2 25	

a Opened 1-9-10. *b* Opened 15-10-10. *c* Opened 10-10 10. *d* Summer office opened 1-9-10. *e* Opened 1-5-10. *f* $6 forward allowance for summer 1910. *g* Including $40 night allowance. *h* Summer office. *i* Including $12 night allowance. *j* Including $10 night allowance for summer 1910.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continue*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lac Sec	Chicoutimi & Saguenay Q	33 40	35 00		
Lac Sergent	Portneuf Q	40 46	35 00		
c Lac Tremblant	Terrebonne Q	55 00	28 00		
Lac Vert	Humboldt Sask	120 40	35 00	8 00	
Lac Windigo	Labelle Q	65 00	35 00		
La Décharge	Chicoutimi & Saguenay Q	73 23	35 00		
La Descente des Femmes	Chicoutimi & Saguenay Q	23 48	35 00		
Lacy Road	Kings N.S	8 00	35 00		
Lac Unique	Victoria N.B	30 00	35 00		
Ladd's Mills	Stanstead Q	27 50	35 00		
Ladstock	Humboldt Sask	71 35	35 00	1 50	
Lady Bank	Grey, E.R. O	28 00	35 00		
c Lady Evelyn	Nipising O	22 00	23 00		
Ladysmith	Lambton, W.R. O	32 00	35 00		
Ladywood	Selkirk M	94 75	36 00		
Laflèche	Moosejaw Sask	189 25	43 00		
Lafond	Victoria Alta	105 95	42 00		
Lafontaine	Simcoe, E.R. O	260 68	113 00		13 00
Lagacé	Bonaventure Q	110 75	42 00	14 00	
Lagacé Settlement	Northumberland N.B	51 00	35 00		
Laganière	Portneuf Q	33 00	35 00		
Laggan	Glengarry O	146 70	85 00		6 00
Laggan	Pictou N.S	35 00	35 00		
La Guerre	Huntingdon Q	49 70	35 00		
La Have Island	Lunenburg N.S	103 50	50 00		
Laird	Algoma, W.R. O	42 00	35 00		
Lake	Hastings, W.R O	25 75	35 00		
Lake Ainslie Chapel	Inverness N.S	7 70	35 00		
Lake Ainslie (W. Side)	Inverness N.S	10 00	35 00		
Lake Ainslie (E. Side)	Inverness N.S	61 70	37 50		
Lake Ainslie (S. Side)	Inverness N.S	10 00	35 00		
Lake Annis	Yarmouth N.S	79 00	38 00		
Lake Aylmer	Richmond & Wolfe Q	53 65	35 00	6 00	
Lake Beauport	Quebec Q	135 10	68 00		6 00
Lakeburn	Westmoreland N.B	25 10	35 00		
Lake Cayamont	Pontiac Q	42 90	35 00		
Lake Centre	Humboldt Sask	43 25	35 00		
Lake Charles	Grey, N.R O	59 55	35 00		
Lake Clear	Renfrew, S.R O	29 00	35 00		
Lake Coteau	Moosejaw Sask	8 25	35 00		
Lakedale	Guysborough N.S	24 50	35 00		
Lake de May	Strathcona Alta	37 75	35 00		
Lake Doré	Renfrew, N.R O	26 25	35 00		
Lake Edward	Victoria N.B	38 00	35 00		
Lake Egmont	Halifax N.S	29 25	35 00		
Lakefield	Argenteuil Q	107 35	48 00	3 00	
Lake Frances	Macdonald M	33 01	35 00		
Lake Francis Station	Macdonald M	135 15	65 50	6 00	6 00
b Lake Geneva	Victoria Alta	17 00	33 65		
Lake George	York N.B	106 15	111 00		13 00
Lake George	Kings N.S	23 00	35 00		
Lake George	Yarmouth N.S	32 10	35 00		
d Lake Hills	Nanaimo B.C	22 00			
Lakehurst	Peterborough, W.R O	151 00	95 00		6 00
Lake Johnston	Moosejaw Sask	73 75	36 00	10 00	
Lake Killarney	Cumberland N.S	17 50	35 00		
Lakeland	Portage la Prairie M	31 70	35 00		
Lakelands	Cumberland N.S	42 25	35 00		

b Opened 15-4-10. *c* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lake La Rose	Annapolis N.S	12 25	35 00	....	....
Lakelet	Huron, E.R O	153 90	89 00	....	6 00
Lake McGregor	Medicine Hat Alta	37 50	35 00	....	....
Lake Munro	Annapolis N.S	10 00	35 00	....	....
a Lake of Bays	Muskoka Ont	112 00	56 00	....	6 00
Lake Opinicon	Frontenac O	28 25	35 00	....	....
Lake Paul	Kings N.S	18 80	35 00	....	....
Lake Pleasant	Annapolis N.S	37 00	35 06	....	....
Lake Ramsay	Lunenburg N.S	27 75	35 00	....	....
Lake Road	Kings & Albert N.B	16 00	35 00	....	....
Lake Road	Colchester N.S	17 50	35 00	....	....
Lake Road Corner	Cumberland N.S	9 00	35 00	....	....
b Lakesend	Red Deer Alta	27 47	13 22	....	....
Lake St. Charles	Quebec Q	5 00	35 00	....	....
g Lake St. Joseph Hotel	Portneuf Q	....	....	....	....
Lakeside	Jacques Cartier Q	78 00	35 00	....	....
Lakeside	Oxford, N.R O	380 30	189 00	8 16	19 00
Lakeside	Yarmouth N.S	15 00	35 00	....	....
Lake Stream	Kent N.B	7 00	35 00	....	....
c Lake Thelma	Red Deer Alta	24 00	17 50	....	....
i Laketon	Kent N.B	34 50	32 56	....	....
Lake Uist	Richmond N.S	21 00	35 00	....	....
Lakevale	Antigonishe N.S	63 10	35 00	....	....
Lake Valley	Moosejaw Sask	29 50	35 00	....	....
Lake Verd	Queens P.E.I	18 70	35 00	....	....
Lakeview	Kings N.S	27 00	35 00	....	....
Lakeview	Argenteuil Q	46 60	35 00	....	....
Lakeview	Sunbury & Queens N.B	23 30	35 00	....	....
Lakeview	Elgin, E.R O	141 00	66 00	....	6 00
g Lake View House	Portneuf Q	65 00	33 00	....	....
Lakeville	Carleton N.B	150 00	74 00	....	6 00
Lakeville	Kings N.S	230 46	136 00	3 00	16 00
Lakeville	Kings P.E.I	31 30	35 00	....	....
Lakeville Corner	Sunbury & Queens N.B	40 00	35 00	....	....
e Lake Wasaw	Thunder Bay and Rainy River Ont	25 80	35 00	....	....
g Lake Wayagamac	Champlain Q	....	....	....	....
Lake William	Megantic Q	10 00	35 00	....	....
Lakewood	St. John N.B	19 50	35 00	....	....
Lalancette	Chicoutimi & Saguenay Q	9 00	35 00	....	....
Lalement	Pontiac Q	59 00	35 00	....	....
Lalonde	Prescott O	39 50	35 00	....	....
La Mare	Charlevoix Q	30 00	35 00	....	....
L'Amaroux	York, S.R O	54 75	35 00	....	....
d Lambert	Perth, N.R Ont	11 40	30 67	....	....
La Miche	Montmorency Q	21 50	*h*45 00	....	....
Lamlash	Grey, S.R O	44 50	35 00	....	....
Lammermoor	Lanark, N.R. O	30 10	35 00	....	....
Lamon	Middlesex, N.R. O	47 25	35 00	....	....
La Montagne	Megantic Q	59 91	35 00	....	....
L'Amoureux	Victoria Alta	46 80	35 00	....	....
f Lampman	Assa Sask	245 68	57 58	....	....
Lanark	Antigonishe N.S	18 50	35 00	....	....
La Nation	Labelle Q	68 05	35 00	....	....
Lancelot	Muskoka O	21 50	35 00	....	....
Lanctot	Laprairie & Napierville Q	13 00	35 00	....	....
Landerkin	Grey, S.R. O	18 00	35 00	....	....

a Summer office; opened 1-6-10. *b* Opened 15-11-10. *c* Opened 1-10-10. *d* Opened 16-5-10. *e* Late Wasaw. *f* Opened 11-5-10. *g* Summer office. *i* Quarantined from 2nd to the 27th Feby. *h* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Landestrew	Saltcoats, Sask	11 35	35 00		
Landonville	Victoria, Alta	63 75	35 00		
Landreville	Beauharnois, Q	27 50	35 00		
Landrose	Battleford, Sask	11 00	35 00		
Landry	Gloucester, N.B	20 30	35 00		
Lands End	Kings & Albert, N.B	30 00	35 00		
Lanes	Huron, W.R., O	53 00	35 00		
Lanesville	Colchester, N.S	20 50	35 00		
Lang	Peterborough, E.R., O	243 30	120 00	6 00	13 00
Langbank	Lambton, W.R., O	66 82	36 00		
Langbank	Qu'Appelle, Sask	74 00	*f*55 00		
Langford	Brant, O	14 00	35 00		
Langley Prairie	New Westminster, B.C	524 10	241 00	8 00	25 00
Langman	Simcoe, N.R., O	57 50	35 00		
Langmeade	Battleford, Sask	28 25	35 00		
Langside	Bruce, S.R., O	144 60	68 00		6 00
Langstaff	York, C.R., O	130 75	35 00		
Langvale	Souris, M	35 75	35 00		
Lanoraie Station	Joliette, Q	42 75	35 00		
Lansdowne	Carleton, N.B	52 68	35 00		
Lansdowne	Digby, N.S	34 00	35 00		
Lansdowne Station	Pictou, N.S	128 73	69 00	9 00	6 00
L'Anse à Brillant	Gaspé, Q	69 00	35 00		
L'Anse à Giles	L'Islet, Q	115 00	44 00		
L'Anse à Giles-Station	L'Islet, Q	35 00	35 00		
L'Anse à la-Barbe	Bonaventure, Q	117 20	*b*81 00		6 00
L'Anse à la-Cabane	Gaspé, Q	28 50	*c*41 00	3 00	
L'Anse au Beaufils	Gaspé, Q	187 35	*d*117 00		13 00
L'Anse au Foin	Chicoutimi & Saguenay, Q	127 75	69 00	3 00	6 00
L'Anse aux Cousins	Gaspé, Q	51 00	35 00		
L'Anse à Valleau	Gaspé, Q	53 75	35 00		
L'Anse Creuse	Chicoutimi & Saguenay, Q	11 00	35 00		
L'Anse Saint-Jean	Chicoutimi & Saguenay, Q	189 97	*d*100 00	4 00	6 00
Lansing	York, S.R., O	171 00	80 00		6 00
Lantz	Lunenburg, N.S	62 00	35 00		
Lanuke	Victoria, Alta	61 38	35 00	2 38	
La Passe	Renfrew, N.R., O	221 00	86 00		6 00
*a*La Pearl	Strathcona, Alta	22 08	32 08		
Lapeyrere	Gaspé, Q	18 00	35 00		
La Petite Rivière Saint François	Charlevoix, Q	99 20	60 00		6 00
La Plaine	Terrebonne, Q	47 90	35 00		
La Plante	Gloucester, N.B	24 00	35 00		
Laprairieville	Nipissing, O	28 00	35 00		
La Présentation	St. Hyacinthe, Q	283 00	*e*241 00	5 00	*c*26 00
Lapland	Lunenburg, N.S	26 00	35 00		
La Ratière	Chicoutimi & Saguenay, Q	18 00	35 00		
L'Archevêque	Richmond, N.S	17 25	35 00		
Lardo	Kootenay, B.C	147 13	121 00	8 00	13 00
L'Ardoise Highlands	Richmond, N.S	17 00	35 00		
La Renaudière	Montmagny, Q	39 50	35 00		
Larkin	Hastings, E.R., O	23 75	35 00		
Laroche	Brome, Q	18 00	35 00		
Larochelle	Megantic, Q	13 00	35 00		
LaRochelle	Provencher, M	51 25	35 00		
Larry's River	Guysborough, N.S	157 14	78 00		6 00
Larsen	Saskatoon, Sask	53 00	42 00		
L'Artifice	Châteauguay, Q	40 00	*d*47 00		

a Opened 1-5-10. *b* Including $16 night allowance. *c* Including $6 night allowance for summer 1910. *d* Including $12 night allowance. *e* Including $82 arrears of salary and $7 arrears of rent. *f* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
La Salette	Norfolk O	148 92	71 00		6 00
Lascelles	Wright Q	149 83	76 00	5 00	6 00
Laskay	York, N.R. O	195 00	111 00		13 00
Lasswade	Peterborough, E.R. O	117 50	55 00		6 00
Last Chance	Yukon	22 00	35 00		
Last Mountain	Humboldt Sask	41 45	37 50	1 00	
La Tabatière	Chicoutimi & Saguenay, Q	6 00	35 00		
Latchford Bridge	Renfrew, S.R. O	31 03	35 00		
Laterrière	Chicoutimi & Saguenay, Q	118 00	44 00		
Latimer	Frontenac O	89 25	37 00		
Lattie's Brook	Hants N.S	130 10	77 00		6 00
La Tuque Junction	Portneuf Q	199 00	*d* 137 50	25 00	9 50
Latourelle	Wright Q	21 65	35 00		
La Tortue	Laprairie & Napierville, Q	29 00	35 00		
Laudia	Westmoreland N.B	12 00	35 00		
Launcting Place	Kings P.E.I	20 40	35 00		
Laurel	Argenteuil Q	35 02	35 00		
Laurence	Montcalm Q	37 50	43 00		
Laurence	Macleod Alta	91 30	56 50		3 00
Lauretta	Prince P.E.I	15 00	35 00		
Laurier	Huron, W.R. O	98 75	46 00		
Laurier	Lotbinière Q	127 20	60 00		6 00
Lauriston	Grey, S.R. O	10 14	35 00		
Lauvina	Sunbury & Queens N.B	29 50	35 00		
Laval	Montmorency Q	50 50	35 00		
Lavaltrie Station	Joliette Q	38 50	35 00		
Lavant	Lanark, N.R. O	28 25	35 00		
Lavender	Dufferin O	67 25	39 00		
Lavergne	Drum'nd & Arthabaska Q	65 34	35 00		
Laverlochère	Pontiac Q	104 85	38 00		
La Vernière	Gaspé Q	5 00	35 00		
Lavinia	Marquette M	10 75	35 00		
La Visitation	Yamaska Q	99 13	48 00		
Lawfield	Sunbury & Queens N.B	29 00	35 00		
Lawn Hill	B.C	*f* 12 50			
Lawrence Station	Charlotte N.B	132 30	65 00	3 00	6 00
Lawrence Station	Elgin, W.R. O	242 35	120 00		13 00
Lawrencetown	Halifax N.S	36 43	35 00		
Lawrie	Mackenzie Sask	23 50	35 00		
Lawson	Moosejaw Sask	160 90	51 00		3 00
Lawson	Sunbury & Queens N.B	52 00	35 00		
Lawson	Simcoe, E.R. O	61 00	35 00		
Lawsonburg	Medicine Hat Alta	101 35	35 00	*e* 3 25	
Lawton	Edmonton Alta	43 70	35 00		
Layton	Ontario, N.R. O	84 20	40 00		
a Lazo	Comox-Atlin B.C	30 50	11 67		
Leadbury	Huron, S.R. O	108 00	55 00		6 00
Leadville	Brome Q	17 50	35 00		
b Lealholme	Strathcona Alta	18 34	30 67		
Leamington	Cumberland N.S	44 50	35 00		
Lea Park	Victoria Alta	106 44	35 00		
Learned Plain	Compton Q	60 50	35 00		
Leary	Macdonald Man	*f* 8 00			
Leaside Junction	York, S.R. O	48 65	37 00		
Leaskdale	Ontario, N.R. O	92 50	55 00		6 00
Leavitt	Medicine Hat Alta	46 90	35 00		
Lebanon	Wellington, N.R. O	200 31	36 00		

d Including $35 night allowance. *e* Including 25 cts. arrears forward allowance. *f* Credit supply for a new office not yet opened. *a* Opened 1-12-10. *b* Opened 16-5-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Leblanc	Westmoreland N.B	33 00	35 00		
Le Blancville	Westmoreland N.B	9 00	35 00		
Le Bouthillier	Gloucester N.B	69 60	37 00		
Le Bras	Beauce Q	86 75	45 00		
Leclair	Pontiac Q	22 50	*d* 45 00		
Leclercville	Lotbinière Q	188 85	*e* 97 00		6 00
Le Debouli	Rouville Q	64 00	35 00		
Ledge	Charlotte N.B	44 50	35 00		
Leeburn	Algoma, W.R O	45 00	35 00		
Leech	Gloucester N.B	30 00	35 00		
Leeds	Leeds O	21 50	35 00		
Leeshore	Victoria Alta	8 75	35 00		
Leesboro'	Middlesex, E.R O	28 10	35 00		
Leeville	Moosejaw Sask	206 13	138 00	26 50	13 00
Lee Valley	Algoma, E.R O	58 10	44 00		
Lefaive's Corners	Simcoe, E.R O	11 70	35 00		
Leger Brook	Westmoreland N.B	33 50	35 00		
Légère	Northumberland N.B	43 75	35 00		
Legere Corner	Westmoreland N.B	70 50	40 00		
Légerville	Kent N.B	54 49	35 00		
Leggatt	Dufferin O	57 30	35 00		
Leggatt's Point	Rimouski Q	126 40	38 00		
Le Grand Marais	Q	*i* 5 00			
Leifur	Dauphin M	42 00	35 00		
c Leighside	Kings & Albert N.B	32 00	5 83		
Leinan	Moosejaw Sask	126 00	37 50		
Leinster	Lennox & Addington O	29 00	35 00		
Leitche's Creek	North C. Breton & Victoria N.S	36 00	*f* 47 00	3 00	
Leitchville	Moosejaw Sask	75 00	35 00	6 00	
Leith	Grey, N R O	152 50	97 00		6 00
Leitrim	Russell O	74 45	41 00		
Leland	Frontenac O	12 75	35 00		
Lemay	Wright Q	13 36	35 00		
Lemesurier	Mégantic Q	69 29	36 00		
Lemieux	Prescott O	174 50	83 00	3 00	6 00
Lemieux	Nicolet Q	171 90	68 00		6 00
Leminster	Hants N.S	71 60	36 00		
Lemire	Drumm'd & Arthabaska Q	25 87	35 00		
Lemonville	York, N.R O	114 00	58 00		6 00
b Lemoyne	St. Johns & Iberville Q	121 05	53 00		6 00
Lena	Souris M	155 09	*g* 109 00		6 00
Lennandale	Yale Careboo B.C	8 75	35 00		
Lenora Lake	Humboldt Sask	72 30	35 00		
Lennox	Antigonishe N.S	31 72	35 00		
Lennox Ferry	Richmond N.S	79 00	41 00	18 00	
Leo	Red Deer Alta	136 83	35 00	*h* 2 13	
Leofeld	Humboldt Sask	228 10	110 50	65 00	9 50
Leonard	Russell O	141 91	81 00		6 00
Leonardville	Charlotte N.B	103 20	55 00		6 00
Leopold	Argenteuil Q	38 00	35 00		
Leopoldville	Red Deer Alta	96 70	42 00	2 38	
Leoville	Prince P.E.I	42 00	35 00		
Le Petit Bois Franc	Témiscouata Q	22 00	35 00		
a Le Pont de Quebec	Quebec Q	24 29	13 00		
Lequille	Annapolis N.S	164 20	89 00		6 00
Le Rapide	Portneuf Q	22 00	35 00		

a Opened 1-7-10; closed 1-10-10. *b* Late Iberville Junction. *c* Opened 1-2-11. *d* Including $10 night allowance. *e* Including $15 night allowance. *f* Including $12 night allowance. *g* Including $16 night allowance. *h* Including 63 cents arrears forward allowance. *i* Credit for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Leroy	Cumberland N.S	9 00	35 00		
Lerwick	Victoria N.B	40 00	35 00		
*a*Lesage	Terrebonne Q	93 12	20 41		
Les Chenaux	Montmorency, Q	29 92	*c* 51 00		
Les Dalles	Montcalm Q	23 00	35 00		
Les Fonds	Lotbinière Q	96 94	48 00		
Les Grands Déserts	Quebec Q	26 25	35 00		
Les Hurons	Rouville Q	70 00	35 00		
Leskard	Durham O	148 72	68 00	4 00	6 00
Leslie	Gaspé Q	60 52	35 00	3 00	
Leslieville	Red Deer Alta	248 75	96 00	1 10	6 00
Les Petites Bergeronnes	Chicoutimi & Saguenay Q	38 70	35 00		
Les Petites Bergeronnes Ouest	Chicoutimi & Saguenay Q	11 04	35 00		
Lessard	Beauce Q	19 00	35 00		
Les Saules	Quebec Q	71 49	45 00		
*d*Les Trente	Rouville Q	5 00	2 91		
Les Vieilles Forges	Three Rivers and St. Maurice Q	10 00	35 00		
L'Etang	Charlotte N.B	41 25	35 00		
L'Etete	Charlotte N.B	183 00	86 00		6 00
Letterkenny	Renfrew, S.R. O	14 25	35 00		
Lever	Charlotte N.B	34 75	35 00		
Levesque	Victoria N.B	11 00	35 00		
Lewes Lot 60	Queens P.E.I	36 30	35 00		
Lewis	Humboldt Sask	100 00	49 50		3 00
Lewis Bay West	South Cape Breton N.S	10 00	35 00		
Lewis Cove Road	Richmond N.S	24 00	35 00		
Lewishain	Muskoka O	54 25	*d* 56 00		
Lewis Head	Shelburne & Queens N.S	68 70	44 00		
Lewis Mills,	Hants N.S	11 50	35 00		
Lewis Mountain	Westmoreland N.B	29 00	35 00		
Lewis Mountain	Inverness N.S	8 00	35 00		
Lewiston	Halifax N.S	355 25	225 00		25 00
Lewisville	Strathcona Alta	104 00	58 00	3 00	6 00
Lewisville	Westmoreland N.B	488 00	125 00	5 00	13 00
Leweswyn	Humboldt Sask	16 50	35 00		
Lexington	Inverness N.S	17 50	35 00		
Libbytown	Stanstead Q	57 00	35 00		
Libau	Selkirk M	14 40	35 00		
*b*Liberty	Medicine Hat Alta	35 22	21 97		
Lidford	Marquette M	5 00	35 00		
Lidstone	Dauphin M	19 75	35 00		
Lifford	Durham O	96 25	39 00		
*c*Lillesves	Dauphin M	27 83	14 58		
Lillyfield	Selkirk M	72 50	35 00		
Lillies	Brockville O	31 45	35 00		
Lily	Cumberland N.S	39 25	35 00		
Lily Bay	Dauphin M	30 55	35 00	2 00	
Lily Lake	Algoma, E.R O	6 00	35 00		
Lily Oak	Grey, E.R O	19 50	35 00		
Lily Plain	Prince Albert Sask	38 25	35 00		
Lily-Vale	Colchester N.S	17 00	35 00		
Lime Bank	Russell O	42 75	35 00		
Lime Hill	Inverness N.S	18 40	*d* 47 00		
Limehouse	Halton O	227 00	90 00		6 00
Limekiln	York N.B	8 00	35 00		
Lime Lake	Hastings, E.R O	41 00	35 00		
Limerick	Moosejaw Sask	103 25	51 00		6 00

a Opened 1-9-10. *b* Opened 15-8-10. *c* Opened 1-11-10. *d* Opened 1-3-11. *d* Including $12 night allowance. *e* Including $16 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lime Rock	Picton N.S	15 00	35 00		
Limestone	Carleton O	17 00	35 00		
Limoges	Nipissing O	35 70	35 00		
L'Immaculée Conception	Bonaventure Q	19 00	35 00		
Lincoln	Sunbury & Queens N.B	50 86	35 00		
Lincoln	Queens P.E.I	27 00	35 00		
Linda	Compton Q	40 00	35 00		
Lindell	New Westminister B.C	11 00	35 00		
Linden	Cumberland N.S	107 44	48 00		
Linden Bank	Brockville O	59 00	35 00		
Linden Valley	Victoria & Haliburton O	177 50	*b*105 00		6 00
Lindenwood	Grey, N.R O	8 75	35 00		
Lindsay	Carleton N.B	23 00	35 00		
Lindsville	Red Deer Alta	86 00	40 00		
Lineboro'	Stanstead Q	36 25	35 00		
Lineham	Macleod Alta	54 50	35 00		
Lingan	South Cape Breton N.S	165 50	99 50		9 50
Lingan Road	South Cape Breton N.S	42 00	35 00		
Link	Nipissing O	375 53	200 00		22 00
Linkletter	Prince P.E.I	38 20	35 00		
a Lintlaw	Mackenzie Sask	26 83	14 58		
Linton	York, N.R O	55 50	35 00		
Linton's	Sunbury & Queens N.B	65 75	58 50		6 00
Lintrathen	Macdonald M	31 00	35 00		
Linville	Carleton N.B	34 00	35 00		
Linwood	Antigonishe N.S	108 33	48 00		
Lippentott	Assa Sask	5 00	35 00		
Lisbon	Perth, N.R O	24 00	35 00		
Lisburn	Bruce, S.R O	18 00	35 00	5 00	
Liscombe Mills	Guysborough N.S	99 25	74 50	4 00	6 00
Lisgar	Peel O	62 05	35 00		
Lisgar Station	Drum'nd & Arthabaska Q	180 30	95 00		6 00
Lisle	Simcoe, S.R O	381 14	196 00		19 00
L'Islet Station	L'Islet Q	133 40	73 00		6 00
Lismore	Picton N.S	47 00	35 00		
Lisson	Kings & Albert N.B	15 70	35 00		
Listerville	Carleton N.B	26 00	35 00		
Litchfield	Annapolis N.S	45 60	35 00		
d Little Aldouane	Kent N.B	40 80	29 55		
Little Bartibog	Northumberland N.B	7 30	35 00		
Little Bass River	Colchester N.S	117 50	*c*69 00	3 00	6 00
Little Beach	St. John N.B	10 70	35 00		
Little Branch	Northumberland N.B	70 55	35 00		
Little Bras d'Or (S. side)	N. Cape Bret. & Vic. N.S	18 00	35 00		
Little Bras d'Or Bridge	N. Cape Bret. & Vic. N.S	179 25	*c*67 00		6 00
Little Brook	Digby N.S	123 71	58 00		6 00
Little Brook Station	Digby N.S	62 25	35 00	32 00	
Little Cape	Westmoreland N.B	74 00	35 00		
Little Creek	Lennox & Addington O	30 25	35 00		
Little Dover	Guysborough N.S	36 50	35 00		
Little Forks	Cumberland N.S	68 25	37 50		
Little Forks	Kent N.B	14 00	35 00		
Little Harbour	Kings P.E.I	18 10	35 00		
Little Harbour	Picton N.S	38 00	35 00	3 00	
Little Judique	Inverness N.S	22 50	35 00		
Little Judique-Ponds	Inverness N.S	30 00	35 00		
Little Lake	Sunbury & Queens N.B	49 30	35 00		
Little Lepreaux	Charlotte N.B	47 75	35 00		

a Opened 1-11-10. *b* Including $10 night allowance. *c* Including $12 night allowance.
d Quarantined 12-1-11 to 9-3-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Little Liscombe	Guysborough N.S	14 00	35 00		
Little Lorraine	South Cape Breton N.S	38 75	35 00		
Little Mabou	Inverness N.S	3 00	35 00		
Little Métis Station	Rimouski Q	83 15	*b*78 00		6 00
Little Narrows	N. Cape Bret. & Vic. N.S	26 25	35 00		
Little Pabos	Gaspé Q	178 04	*c*99 00		6 00
Little Pierre Jacques	Prince P.E.I	36 70	35 00	3 00	
Little Plume	Medicine Hat Alta	47 25	39 00		
Little Pond	N. Cape Bret. & Vic. N.S	14 00	35 00		
Little Pond	Kings P.E.I	26 00	35 00		
Little Port L'Hébert	Shelburne & Queens N.S	14 00	35 00	3 00	
Little Rapids	Algoma, E.R O	141 15	58 00		6 00
Little Rideau	Prescott O	30 00	35 00		
Little Ridge	Kings & Albert N.B	20 00	35 00		
Little Ridgeton	Charlotte N.B	41 00	35 00		
Little River Chéticamp	Inverness N.S	27 00	35 00		
Little River, East	Gaspé Q	137 54	*d*71 75	3 00	6 00
Little River, West	Gaspé Q	127 50	*c*87 00		6 00
Little River	Cumberland N.S	103 15	38 00		
Little River	Digby N.S	190 01	*c*96 00		6 00
Little River	St. John N.B	4 50	35 00		
Little River Harbour	Yarmouth N.S	18 00	35 00		
Little Rocher	Kings & Albert N.B	78 09	*f*45 00		
Little Salmon River	St. John N.B	33 50	*f*45 00		
Little Sands	Kings P.E.I	61 75	35 00		
Little Shemogue	Westmoreland N.B	71 00	35 00		
Little Shippigan	Gloucester N.B	42 50	35 00		
Little Tancook	Lunenburg N.S	45 00	35 00		
Little Tignish	Prince P.E.I	10 00	35 00		
Littleville	Moosejaw Sask	23 00	35 00		
a Little Volga	Edmonton Alta	20 00	16 16		
Littlewood	Middlesex, W.R. O	59 50	35 00		
Little Woody	Moosejaw Sask	53 00	35 00		
Little York	Queens P.E.I	102 00	54 00	20 00	6 00
Living Spring	Wellington, N.R O	37 10	35 00		
Livingstone	Macleod Alta	95 03	65 50		6 00
Livingstone Cove	Antigonishe N.S	12 00	35 00	3 00	
Livingstone Creek	Algoma, E.R. O	90 50	57 00		3 00
Livingstone Creek	Yukon	18 74	70 00		6 50
Lizard Lake	Battleford Sask	24 75	35 00		
Llewelyn	Saltcoats Sask	16 00	41 00		
Lloyd	Lanark, N.R O	28 00	35 00		
Lloyds	Kings N.S	7 81	35 00		
Lobethal	Moosejaw Sask	30 25	35 00		
Lobley	Red Deer Alta	41 20	35 00		
Lobo	Middlesex, N.R. O	181 45	87 00		6 00
Lochaber Bay	Labelle Q	120 13	57 00		6 00
Lochaber Mines	Halifax N.S	38 00	35 00		
Lochalsh	Huron, W.R O	226 11	100 00		6 00
Loch Ban	Inverness N.S	20 00	34 80		
Loch Broom	Pictou N.S	37 00	35 00		
*g*Lochend	Calgary Alta	9 50	32 56		
Loch Katrine	Antigonishe N.S	40 54	*b*47 00		
Lochinvar	Red Deer Alta	30 55	35 00		
Loch Lomond	Richmond N.S	45 50	*b*47 00		
Loch Lomond West	Richmond N.S	17 00	*b*47 00		
Loch Monar	Macdonald M	27 00	35 00		
Lochside	Richmond N.S	32 20	35 00		

a Opened 15-10-10. *b* Including $12 night allowance. *c* Including $15 night allowance. *d* Including $18.25 night allowance. *e* Including $6 night duty for summer season 1910. *f* Including $10 night dutyfor summer 1910. *g* Closed 25-2-11 ; re-opened 23-3-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Loch Sloy	Macleod Alta	92 10	35 00		
Loch Winnoch	Renfrew, S.R. O	48 25	35 00		
Lockeport	Comox-Atlin B.C	41 50	35 00		
Lockeport	Shelburne & Queens N.S	988 65	506 00	11 66	50 00
Locke Road	Prince P.E.I	32 70	35 00		
Lockhart	Red Deer Alta	63 50	35 00		
Lockhartville	Kings N.S	165 03	100 00		6 00
Lockport	Selkirk M	187 70	140 00	27 00	13 00
Locksley	Renfrew, N.R. O	35 18	35 00		
Locksley Station	Renfrew, N.R. O	28 25	35 00		
Lockton	Peel O	28 00	35 00		
Lodore	Lanark, N.R. O	14 00	35 00		
Logan	Strathcona Alta	11 50	35 00		
Loganville	Pictou N.S	47 00	*c*47 00		
Logberg	Moose Jaw Sask	70 27	39 00		
Logierait	Lambton, W.R O	41 00	35 00		
Logoch	Marquette M	17 00	35 00		
Log Valley	Moose Jaw Sask	57 00	50 50	3 00	3 00
Loma	Macleod Alta	169 55	67 00		6 00
*a*Lonbutte	Medicine Hat Alta	53 33	14 58		
Londonderry	Kings & Albert N.B	9 00	35 00		
Londonderry Station	Colchester N.S	123 25	79 00		6 00
Lone Pine	Red Deer Alta	51 70	35 00		
*f*Lone Tree	Marquette M	16 44	20 73		
Long Bay	Algoma, E.R O	47 50	35 00	6 00	
*c*Long Branch	York, C.R O	93 00	47 00		
Longburn	Portage la Prairie M	34 50	35 00		
Long Coulee	Medicine Hat Alta	36 45	35 00		
Long Creek	Queens P.E.I	45 50	35 00		
Long Creek	Sunbury & Queens N.B	25 90	35 00		
Long Island	Kings N.S	27 00	35 00		
Long Island Main	Nord Cap Breton & Victoria N.S	10 00	35 00		
Long Lake	Frontenac O	117 90	73 00		6 00
Longlaketon	Regina Sask	59 10	35 00		
Long Point	Inverness N.S	66 50	38 00	4 00	
Long Point	Kings & Albert N.B	25 00	35 00		
Long Point	Leeds O	46 75	35 00		
Long Point of Mingan	Chicoutimi & Saguenay Q	44 75	*d*45 00		
Long Reach	Kings & Albert N.B	111 64	60 00		6 00
Long River	Queens P.E.I	120 50	52 00		6 00
Long's Cove	Kings & Albert N.B	34 75	35 00		
Long Settlement	Carleton N.B	22 00	35 00		
Longview	Macleod Alta	30 75	35 00		
Longwood	Middlesex, W.R. O	132 54	61 00	18 00	6 00
Longworth	Moosejaw Sask	317 00	35 00	2 50	
Lonsdale	Hastings, E.R O	224 13	104 00		13 00
Lonsdale	Kings & Albert N.B	15 20	35 00		
Looma Vista	Strathcona Alta	11 10	35 00		
Loon Creek	Regina Sask	5 00	35 00		
Loon Lake	Peterborough, E.R O	11 00	35 00		
Lord Mills	Grenville O	20 00	35 00		
Loree	Grey, E.R O	30 35	35 00		
Lorenz	Peterborough, W.R O	22 75	35 00		
Loretto	Simcoe, S.R O	105 30	62 50	5 00	6 00
Loretto	Provencher M	164 00	99 50		9 50
Lorimer Lake	Parry Sound O	18 40	35 00		

a Opened 1-11-10. *b* Closed 3-11-10. *e* Summer office. *d* Including $10 night allowance. *e* Including $12 night allowance. *f* Closed 3-10-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ c.	$ c.	$ c.	$ c.
Lorimerville	Moosejaw, Sask	14 25	35 00		
Lorlie	Saltcoats, Sask	47 50	35 00		
Lorne	Restigouche, N.B	29 00	35 00		
Lorne	Bruce, W.R., O	43 75	35 00		
Lorne	Pictou, N.S	53 75	35 00		
d Lorne House	Charlevoix, Q	178 00	89 00		6 00
Lorne Park	Peel, O	225 65	105 00		13 00
c Lorne Station	Pictou, N.S	9 00	2 91		
Lornevale	Colchester, N.S	33 25	35 00		
Lorne Valley	Kings, P.E.I	26 05	35 00		
Lorneville	Cumberland, N.S	63 03	35 00		
Lorneville	St. Jean, N.B	138 50	57 00		6 00
b Lornhill	Humboldt, Sask		26 25		
Lorraine	Red Deer, Alta	49 85	48 50		3 00
Lost Lake	Medicine Hat, Alta	117 50	35 00		
Lost River	Argenteuil, Q	161 08	88 00	4 00	6 00
Lost River	Prince Albert, Sask	34 00	35 00	*h*3 50	
Lot 1	Prince, P.E.I	19 30	35 00		
“ 4	Prince, P.E.I	169 60	*g*87 00	15 00	6 00
“ 6	Prince, P.E.I	71 00	37 00		
“ 10	Prince, P.E.I	20 50	35 00		
“ 11	Prince, P.E.I	26 30	35 00		
“ 12	Prince, P.E.I	263 70	143 00		13 00
“ 14	Prince, P.E.I	37 50	35 00		
“ 16	Prince, P.E.I	44 00	35 00		
“ 30	Queens, P.E.I	28 30	35 00		
Lothair	Brandon, M	38 25	35 00		
Lothian	Huron, W.R., O	29 00	35 00		
Lotus	Durham, O	108 50	60 00		6 00
Louisa	Argenteuil, Q	34 75	35 00		
a Louisburg Road	South Cape Breton, N.S	15 00	14 58		
Louis Creek	Yale-Cariboo, B.C	71 25	35 00	9 33	
Louisdale	Richmond, N.S	67 15	38 00		
Louise	Grey, S.R., O	154 05	82 00		6 00
Louisville	Kent, E.R., O	113 70	58 00		6 00
Louisville	Pictou, N.S	39 00	35 00		
Loulay	Labelle, Q	17 85	35 00		
Lourdes	Megantic, Q	142 62	68 00		6 00
Lourdes	Pictou, N.S	151 51	110 00		9 50
Lourdes du Blanc Sablon	Chicoutimi & Saguenay, Q	25 50	35 00	*e*20 00	
Lovat	Bruce, S.R., O	34 33	35 00		
Lovat	Pictou, N.S	15 00	35 00		
Loveland	Red Deer, Alta	51 75	35 00		
Lovering	Simcoe, E.R., O	153 00	68 00		6 00
Lovett	Northumberland, E.R., O	106 40	55 00		6 00
Lowbanks	Haldimand, O	222 05	115 00		13 00
Lowden-Lake	Red Deer, Alta	74 67	47 00	30 00	
Lowell	Kings & Albert, N.B	14 00	*i*45 00		
Lower Abougoggin	Westmoreland, N.B	45 00	35 00		
Lower Barney's-River	Pictou, N.S	71 00	35 00		
Lower Bedeque	Prince, P.E.I	27 00	35 00		
Lower Blomidon	Kings, N.S	35 00	35 00		
Lower Bloomfield	Carleton, N.B	23 00	35 00		
Lower Branch	Lunenburg, N.S	29 00	35 00		
Lower Brighton	Carleton, N.B	31 00	35 00	3 00	
Lower Burlington	Hants, N.S	77 00	35 00		
Lower Caledonia	Guysborough, N.S	37 50	*f*50 00		

a Opened 1-11-10. *b* Closed 1-1-11. *c* Opened 1-3-11. *d* Summer office. *e* Forward allowance for winter 1909-10. *f* Including $15 night allowance. *g* Including $10. night allowance. *h* Including 50 cts. arrears forward allowance. *i* Including $10 night allowance for summer 1910.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lower Cambridge	Sunbury & Queens...N.B	50 25	35 00		
Lower Canard	Kings...N.S	114 31	56 00		6 00
Lower Cape	Kings & Albert...N.B	25 65	35 00		
Lower Cape Bald	Westmoreland...N.B	13 50	35 00		
Lower Caraquet	Gloucester...N.B	135 50	54 00		6 00
Lower Caverhill	York...N.B	24 00	35 00		
Lower Church Street	Kings...N.S	50 15	35 00		
Lower Clarke Harbour	Shelburne & Queens..N.S	66 19	35 00		
Lower Cove	Cumberland...N.S	47 00	35 00		
Lower Coverdale	Kings & Albert...N.B	43 00	35 00		
Lower Derby	Northumberland...N.B	103 42	52 00		6 00
Lower Dominion	...Yukon	19 25	35 00		
Lower Dumfries	York...N.B	58 05	35 00		
Lower East Chezzetcook	Halifax...N.S	31 25	35 00		
Lower Economy	Colchester...N.S	148 00	e74 00		6 00
Lower Eel Brook	Yarmouth...N.S	18 00	35 00		
Lower Escuminac	Northumberland...N.B	19 25	35 00		
Lower Five Islands	Colchester...N.S	127 20	e70 00	4 00	6 00
bLower Flodden	Richmond & Wolfe...Q	93 00	32 08		
Lower Fort Garry	Selkirk...M	145 75	85 00	8 00	6 00
Lower Freetown	Prince...P.E.I	43 25	35 00		
Lower French Village	York...N.B	17 00	35 00		
Lower Gagetown	Sunbury & Queens. .N.B	56 13	35 00		
Lower Granville	Annapolis...N.S	251 10	105 00		13 00
dLower Greenfield	Carleton...N.B	8 00	20 41		
Lower Hamilton	Prince...P.E.I	45 50	35 00		
Lower Hainesville	York...N.B	53 25	35 00		
Lower Hillsdale	Inverness...N.S	10 25	35 00		
Lower Ireland	Megantic...Q	83 25	45 00		
Lower Jordan Bay	Shelburne & Queens..N.S	44 70	35 00		
Lower La Have	Lunenburg...N.S	70 00	42 00		
Lower Line, Queensbury	York...N.B	21 00	35 00		
Lower Maccan	Cumberland...N.S	47 00	35 00		
Lower Meagher's Grant	Halifax...N.S	64 75	35 00		
cLower Melbourne	Yarmouth...N.S	17 00	23 33		
Lower Middle River	North Cape Breton and Victoria...N.S	15 00	35 00		
Lower Millstream	Kings & Albert...N.B	142 25	77 00	8 00	6 00
Lower Montague	Kings...P.E.I	35 00	35 00		
Lower Mount Thom	Pictou...N.S	17 50	35 00		
Lower Nappan	Northumberland...N.B	91 20	f37 00		
Lower Neguac	Northumberland. .N.B	160 23	81 80		6 00
Lower Newcastle	Northumberland...N.B	64 00	39 00		
Lower Northfield	Lunenburg...N.S	17 00	35 00		
Lower Ohio	Shelburne & Queens..N.S	21 00	35 00		
Lower Onslow	Colchester...N.S	107 95	61 00		6 00
Lower Poquiock	York...N.B	26 25	35 00		
Lower Prince William	York...N.B	50 15	37 50		
Lower Prospect	Halifax...N.S	10 50	e47 00		
Lower Queensbury	York...N.B	53 85	35 00		
Lower Ridge	Kings & Albert...N.B	40 00	35 00		
Lower River Hebert	Cumberland...N.S	30 00	35 00		
Lower River Inhabitants	Richmond...N.S	58 05	37 00	5 00	
Lower Rose Bay	Lunenburg...N.S	47 00			
Lower Sackville	Halifax...N.S	120 00	60 00		6 00
Lower Salmon Creek	Sunbury & Queens...N.B	39 75	35 00		
Lower Sandy Point	Shelburne & Queens..N.S	39 00	35 00		

b Opened 1-5-10. *c* Opened 1-8-10. *d* Closed 1-11-10. *e* Including $12 night allowance. *f* Including $2 special salary allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lower Sapin	Kent N.B	19 25	35 00		
Lower Saulnierville	Digby N.S	94 55	43 00		
Lower Selmah	Hants N.S	87 90	49 00		
Lower Shag Harbour	Shelburne & Queens N.S	85 38	35 00		
Lower Shinimecas	Cumberland N.S	55 93	35 00		
Lower Ship Harbour	Halifax N.S	78 15	42 00		
Lower Ship Harbour, East	Halifax N.S	108 50	50 00		
Lower Southampton	York N.B	83 50	48 00		3 00
Lower South River	Antigonishe N.S	64 95	35 00	3 00	
*b*Lower St. Mary's	York N.B	7 50	21 78		
Lower Turtle Creek	Kings & Albert N.B	31 00	35 00		
Lower Wakefield	Carleton N.B	17 00	35 00		
Lower Washabuck	North Cape Breton and Victoria N.S	11 00	35 00		
*c*Lower Wedgeport	Yarmouth N.S	120 00	*g*75 00		3 00
Lower Wentworth	Cumberland N.S	26 00	35 00		
Lower West Jeddore	Halifax N.S	50 35	35 00		
Lower West Pubnico	Yarmouth N.S	49 00	35 00		
Lower West River	Antigonishe N.S	6 50	35 00		
Lower Whitehaven	Guysborough N.S	169 85	69 00		6 00
Lower Windsor	Carleton N.B	35 00	35 00		
Lower Woodstock	Carleton N.B	51 33	37 00		
Low Point	Inverness N.S	73 00	39 00		
h Low Station	Wright Q	*h*10 00			
Lowville	Halton O	144 00	*e*103 00		6 00
Loyal	Huron, W.R O	103 25	62 00		6 00
Lozier Settlement	Gloucester N.B	75 70	38 00		
Lucas	Marquette M	8 75	35 00		
Lucasville	Lambton, W.R O	67 80	40 00		
Lucasville	Halifax N.S	22 90	35 00		
Lucerne	Wright Q	39 50	35 00		
Lucille	Dufferin O	20 75	35 00		
Lucky Lake	Moosejaw Sask	177 90	71 00	9 00	6 00
Lucky Strike	Medicine Hat Alta	157 00	46 50		3 00
Ludlow	Northumberland N.B	159 95	78 00		6 00
f Luella	Moosejaw Sask	9 00	2 91		
Lukerville	Essex, N.R Ont	37 50	35 00		
Lulu Island	New Westminster B.C	36 00	35 00		
Lumby	Yale Cariboo B.C	497 14	189 00	26 00	19 00
Lumley	Huron, S.R O	29 23	35 00		
Lumsden's Mills	Pontiac Q	452 29	170 00		19 00
Lundar	Dauphin M	224 49	101 50	16 00	9 50
Lundemo	Strathcona Alta	29 50	35 00		
Lundy	Guysboro N.S	12 00	35 00		
Lunnford	Edmonton Alta	59 70	35 00		
Lurgan	Bruce, S.R O	57 28	35 00		
a Luseland	Battleford Sask	372 18	14 58		
Lusignan	Edmonton Alta	20 00	35 00		
Luskville	Wright Q	124 75	55 00		6 00
Lute Mountain	Westmoreland N.B	141 00	70 00		6 00
Luton	Elgin, E.R O	86 30	44 00		
Luxemburg	Sask Sask	136 50	46 00	10 00	
Lydiatt	Selkirk M	66 62	35 00		
Lynch's Corner	Kings & Albert N.B	25 80	35 00		
Lynch River	Richmond N.S	13 00	35 00		
Lyndale	Kings P.E.I	13 00	35 00		
Lyndon	Macleod Alta	50 75	37 50		

a Opened 1-11-10. *b* Closed 15-11-10. *c* Late Lower Wedge. *e* Including $25 night allowance. *f* Opened 1-3-11. *g* Including $20 night allowance. *h* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lynn	Colchester ..... N.S	38 00	35 00	....	....
Lynn Creek	Vancouver City ..... B.C	571 40	222 00	....	25 00
Lynnfield	Charlotte ..... N.B	45 30	35 00	....	....
Lynn Valley	Norfolk ..... O	187 19	84 00	....	6 00
Lynnville	Norfolk ..... O	86 49	36 00	....	....
p Lynthorpe	Moosejaw ..... Sask	14 00	5 83	....	....
Lyons	Elgin, E R. ..... O	256 50	90 00	....	6 00
Lysander	Megantic ..... Q	128 25	58 00	....	6 00
Lyttleton	Northumberland ..... N.B	42 05	35 00	....	....
Lythmore	Haldimand. ..... O	54 64	35 00	....	....
Lytton	Wright ..... Q	41 25	35 00	....	....
McADAM'S LAKE	North Cape Breton & Victoria ..... N.S	8 25	35 00	....	....
McAlpine	Prescott ..... O	179 00	70 00	62 00	6 00
McArras Brook	Antigonishe. ..... N.S	13 75	35 00	....	....
McArthur's Mills	Hastings, E.R ..... O	83 46	45 00	3 00	....
McAulay's	North Cape Breton & Victoria ..... N.S	19 00	35 00	3 00	....
McBean	Wright ..... Q	47 50	35 00	3 00	....
McCagg	Pontiac ..... Q	51 52	35 00	....	....
McCallum's Settlement	Colchester ..... N.S	16 00	35 00	....	....
c McCarter	Moosejaw ..... Sask	59 85	35 00	....	....
McCarthy	St. Johns & Iberville ..... Q	28 00	35 00	....	....
McClure	Colchester ..... N.S	102 00	44 00	16 00	....
McCluskey	Victoria ..... N.B	4 75	35 00	....	....
McCool	Nipissing ..... O	35 98	35 00	....	....
McCormack	Inverness ..... N.S	35 00	35 00	....	....
McCormick	Glengarry ..... O	45 00	35 00	....	....
McCrae	Hastings, E.R ..... O	23 00	35 00	....	....
McCready	Lambton, E R ..... O	27 75	35 00	....	....
McCreary	Lanark, N.R. ..... O	56 00	35 00	....	....
McCreary	Dauphin ..... M	532 42	*f* 254 00	....	25 00
McDonald's Corner	Sunbury & Queens ..... N.B	91 30	36 00	....	....
McDonald Hills	Qu'Appelle ..... Sask	67 50	49 00	....	....
McDonald's Point	Sunbury & Queens ..... N.B	71 40	37 00	....	....
McDonaldville	Strathcona ..... Alta	44 95	35 00	....	....
McDougall	Renfrew, S.R. ..... O	67 75	37 00	....	....
McEachen Mills	Inverness ..... N.S	8 00	*e* 45 00	....	....
McElwain	York ..... N.B	40 00	35 00	....	....
McFarlane Lake	Nipissing ..... O	26 75	35 00	....	....
McGarry	Lanark, S.R. ..... O	39 00	35 00	....	....
a McGee	Moosejaw ..... Sask	148 58	23 33	....	....
McGivney Junction	York ..... N.B	576 35	468 75	....	50 00
b McGrath	Renfrew, S.R ..... O	28 75	26 25	....	....
McGrath Cove	Halifax ..... N.S	37 10	35 00	....	....
McGrath Mountain	Pictou ..... N.S	5 00	35 00	....	....
d McGuigan	Kootenay ..... B.C	13 33	12 36	....	....
McGuire	Humboldt ..... Sask	41 42	35 00	....	....
McInnes	Middlesex, N.R. ..... O	52 75	35 00	....	....
McInnis Creek	Thunder Bay & R. Riv. O	8 17	35 00	....	....
McIntyre's Lake	Richmond ..... N.S	48 00	35 00	10 00	....
McIntyre's Mountain	Inverness ..... N.S	16 00	35 00	....	....
McIver	Bruce, N.R. ..... O	45 50	35 00	....	....
McKay Siding	Colchester ..... N.S	82 70	35 00	....	....
McKee	Pontiac ..... Q	102 50	44 00	3 00	....

a Opened 1-8-10. *b* Opened 1-7-10. *c* Late West Gravelbourg. *d* Closed 19-7-10. *e* Including $10 night allowance. *f* Including $20 night allowance. *p* Opened 1-2-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
McKee's Mills	Kent N.B	68 00	35 00	4 00	....
McKendrick	Restigouche N.B	22 00	35 00	....	....
McKenzie	Lisgar M	23 00	35 00	....	....
McKenzie East Bay	North Cape Breton & Victoria N.S	17 00	23 33	....	....
McKenzie Lake	Nipissing O	34 50	35 00	....	....
McKenzie's Corner	Carleton N.B	32 75	35 00	....	....
McKinleyville	Northumberland N.B	72 35	37 00	....	....
McKinnon's Brook	Inverness N.S	6 50	35 00	....	....
McKinnon's Harbour	North Cape Breton and Victoria N.S	112 05	64 00	12 00	6 00
McKinnon Hill	Restigouche N.B	12 00	35 00	....	....
McLaggan	York N.B	17 50	35 00	....	....
McLaren	Battleford Sask	32 95	35 00	....	....
McLarty	Algoma, W.R O	46 63	35 00	....	....
McLaughlin	Strathcona Alta	25 00	35 00	....	....
McLaughlin Road	Kent N.B	22 50	35 00	....	....
McLean	Frontenac O	33 04	35 00	....	....
McLean	Kent N.B	31 20	35 00	....	....
McLeanville	North Cape Breton & Victoria N.S	28 25	35 00	....	....
McLellan's Brook	Pictou N.S	69 45	35 00	....	....
McLellan's Mountain	Pictou N.S	15 00	35 00	....	....
McLeod	Richmond N.S	2 00	35 00	....	....
McLeod Mills	Kent N.B	63 77	39 00	....	....
McLeod's Crossing	Compton Q	59 35	35 00	....	....
McMartinville	Peterboro, E.R O	62 00	35 00	....	....
McMillan	Restigouche N.B	10 00	35 00	....	....
McMillan's Corners	Stormont O	49 86	35 00	....	....
McMurdo	Kootenay B.C	25 50	35 00	....	....
McMurrich	Parry Sound O	91 00	49 00	....	....
McNab	Lincoln O	199 25	83 00	....	6 00
McNab's Cove	Richmond N.S	30 50	35 00	....	....
McNairn	Kent N.B	26 00	35 00	....	....
McNamee	Northumberland N.B	160 75	35 00	....	....
McNaughton	Moosejaw Sask	34 00	35 00	....	....
McNeils Crossing	Brome Q	30 19	35 00	....	....
McNeill's Mills	Prince P.E.I	24 70	35 00	....	....
McNeil's Vale	North Cape Breton & Victoria N.S	10 00	35 00	....	....
McNeily's	Annapolis N.S	22 00	35 00	....	....
McNutt's Island	Shelburne & Queens N.S	39 75	35 00	....	....
McPhail	Lanark, S.R O	14 00	35 00	....	....
McPhee	Sunbury & Queens N.B	3 70	35 00	....	....
McPhee Corner	Hants N.S	26 00	35 00	....	....
McPherson	Antigonishe N.S	36 00	35 00	....	....
McPherson's Ferry	Richmond N.S	76 00	35 00	....	....
McPherson's Mills	Pictou N.S	35 00	35 00	....	....
McQuade	Westmoreland N.B	8 00	35 00	....	....
McReynold's Corners	Grenville O	28 18	35 00	....	....
McTavish	Provencher M	111 15	53 00	18 00	3 00
McVicar	Bruce, N.R O	50 25	35 00	....	....
McWilliams	Middlesex, E.R O	37 00	35 00	....	....
Mabee	Norfolk O	92 10	47 00	....	....
Mabel	Argenteuil Q	38 25	35 00	....	....
Mabel Lake	Yale Cariboo B.C	34 50	35 00	....	....
Mabou Coal Mines	Inverness N.S	19 75	38 50	....	....
Mabou Harbour	Inverness N.S	34 50	35 00	....	....
Mabou Harbour Month	Inverness N.S	25 50	35 00	....	....

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
MacCue	Lanark, S.R. O	52 50	35 00		
Macdonald	Lennox & Addington O	15 00	35 00		
MacDongall's	Westmoreland N.B	141 65	68 00		6 00
MacDougall	Prince P.E.I	50 10	35 00		
Mace's Bay	Charlotte N.B	150 60	68 00		6 00
Macewan	Macleod Alta	54 20	35 00		
Macfarlane	Humboldt Sask	33 00	35 00		
Macgillivray Bridge	Glengarry O	74 00	38 00		
Macinquac	York N.B	26 00	35 00		
MacIntosh Mills	Brockville O	42 00	35 00		
Mackey's Station	Nipissing O	117 93	58 00		3 00
Mackinnon	Battleford Sask	130 80	40 00	18 00	
*h*MacNutt	Saltcoats Sask	80 00	5 83		
Mackville	Kings & Albert N.B	8 55	35 00		
Macton	Wellington, N.R. O	42 50	35 00		
Macville	Peel O	75 00	36 00		
Maddington Falls	Drum'nd & Arthabaska Q	154 55	84 00		6 00
Maddock	Prince P.E.I	67 30	55 00	8 00	6 00
Mader's Cove	Lunenburg N.S	67 20	35 00		
Madford	Brandon M	40 50	42 00		
Madran	Gloucester N.B	16 00	35 00		
Mafeking	Huron, W.R. O	21 98	35 00		
Magenta	Rouville Q	10 00	35 00		
Magin	Victoria Alta		35 00		
*a*Magnet	Dauphin Man	25 83	14 58		
Magnolia	Edmonton Alta	78 00	35 00		
Magoon's Point	Stanstead Q	15 00	35 00		
Magpie	Chicontimi & Saguen'y Q	53 00	*d* 45 00		
Maguire	Middlesex, N.R. O	139 96	99 00		6 00
Magundy	York N.B	56 75	35 00		
*b*Magyar	Humboldt Sask	29 00	29 16		
Mahaffy	Perth, S.R O	27 25	38 00		
Maidstone	Essex, N.R. O	223 24	131 00		13 00
*c*Mailand	Mackenzie Sask	28 00	2 91		
Mailhiot	Mégantic Q	33 81	35 00		
Main River	Kent N.B	76 00	35 80		
Main Stream	Carleton N.B	35 00	35 00		
Mair's Mills	Simcoe, N.R. O	27 00	35 00		
Maitland	Annapolis N.S	121 91	67 00		6 00
Maitland Forks	Lunenburg N.S	39 50	35 00		
Majuba Hill	New Westminster B.C	26 00	35 00		
Makaroff	Marquette M	130 05	*g*96 50		3 00
Malaga Gold Mines	Shelburne & Queens N.S	144 75	74 00		6 00
Malagash Centre	Cumberland N.S	38 00	35 00		
Malagash	Cumberland N.S	14 00	35 00		
Malagash Point	Cumberland N.S	76 45	40 00		
Malagawatch	Inverness N.S	31 00	*f*47 00	8 00	
Malahide	Elgin, E.R. O	30 40	35 00		
Malakoff	Westmoreland N.B	7 00	35 00		
Malby	Humboldt Sask	36 50	36 00		
Mal Bay	Gaspé Q	122 63	73 00		6 00
Malcolm	Bruce, S.R. O	171 20	75 00		6 00
Malignant Cove	Antigonishe N.S	51 50	35 00		
Malden	Westmoreland N.B	42 25	35 00		
Malden Centre	Essex S.R. O	90 83	35 00		
Malmaison	Missisquoi Q	50 00	*e*50 00	6 00	

a Opened 1-11-10. *b* 1-6-10. *c* Opened 1-3-11. *d* Including $10 night allowance. *e* Including $15 night allowance. *f* Including $12 night allowance. *g* Including $40 night allowance. *h* Opened 1-2-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Malone	Hastings, W R....O	136 00	78 00		6 00
Malta	Muskoka....O	31 71	35 00		
Maltais	Restigouche....N.B	6 00	35 00		
Malton	Peel....O	363 08	149 00		13 00
Malvern	York, C.R....O	155 10	68 00		6 00
Malvina	Compton....Q	94 00	50 00		
Malwood	Carleton....O	84 00	46 00		
Mamette Lake	Yale Cariboo....B.C	31 50	35 00		
Manche d'Epée	Gaspé....Q	29 00	35 00		
Manchester	Ontario, S.R....O	189 85	93 00		6 00
Mancroft	Humboldt....Sask	18 50	[h]45 25		
Manda	Brandon....M	13 00	35 00		
Mandeville	Maskinongé....Q	211 25	75 00		6 00
Mandeville	Parry Sound....O	17 00	35 00		
Manes	Nipissing....O	48 25	35 00		
Manfred	Red Deer....Alta	100 60	42 00		
Manganese Mines	Colchester....N.S	25 25	35 00		
Manhard	Brockville....O	38 10	35 00		
Manion	Lanark, S.R....O	160 00	80 00	10 00	6 00
Manigotagan	Selkirk....M	10 00	35 00		
Manley	Huron, S.R....O	75 00	35 00		
Manly	Edmonton....Alta	45 25	35 00	7 43	
[g]Manoir Richelieu	Charlevoix....Q	150 00	60 00		6 00
Manola	Edmonton....Alta	57 11	43 00		
Manners Sutton	York....N.B	103 10	50 00		6 00
Mannheim	Waterloo, S.R....O	71 25	38 00		
Mannhurst	Kings & Albert....N.B	26 25	35 00		
Manotick Station	Russell....O	68 00	35 00	4 00	
Mansewood	Halton....O	81 30	44 00		
Mansfield	Cumberland....N.S	17 00	35 00		
Manson	Marquette....M	352 25	90 00		6 00
[g]Manson Creek	Comox-Atlin....B.C	15 00	10 00		
Manuels	Northumberland....N.B	43 00	35 00		
Manvers Station	Durham....O	116 00	64 00		6 00
[d]Manyberries	Medicine Hat....Alta	31 00	5 83		
Maple Bay	Nanaimo....B.C	77 25	35 00		
Maple Brook	Inverness....N.S	19 00	35 00		
[a]Mapleburg	Westmoreland....N.B	37 32	24 82		
Maple Bush	Moosejaw....Sask	75 00	35 00		
[b]Maple Coulee	Moosejaw....Sask	29 00	32 08		
Maple Green	Restigouche....N.B	27 00	35 00		
Maple Grove	Middlesex, E.R....O	45 05	35 00		
Maple Grove	Hants....N.S	61 25	35 00		
Maple Hill	Bruce, S.R....O	39 00	35 00		
Maple Hill	Megantic....Q	47 50	35 00		
Maplehurst	Carleton....N.B	35 00	35 00		
Maple Island	Parry Sound....O	105 58	67 00		6 00
Maple Lake	Victoria & Haliburton.O	73 00	[f]47 00	5 00	
Maple Lake-Station	Parry Sound....O	230 47	125 50		13 00
Maple Lane	Grey, S.R....O	19 10	35 00		
Maple Lawn	Frontenac....O	21 00	35 00		
Maple Leaf	Compton....Q	16 30	35 00		
Maple Leaf	Kings....P.E.I	15 00	35 00		
Maple Lodge	Middlesex, N.R....O	47 25	35 00		
Maplemore	Huntingdon....Q	25 00	35 00		
Maple Plains	Prince....P.E.I	8 30	35 00		
Maple Ridge	Muskoka....O	11 36	35 00		

[a] Opened 15-7-10. [b] Opened 1-5-10. [d] Opened 1-2-11. [f] Including $12 night allowance. [g] Summer office. [h] Including $10.25 arrears of salary.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Maple Ridge	Pontiac ... Q	37 00	35 00		
Maple Ridge	York ... N.B	37 00	35 00		
Maple Ridge	Antigonishe ... N.S	6 00	35 00		
Mapleton	Elgin, E.R ... O	137 25	60 00		6 00
Mapleton	Kings & Albert ... N.B	23 00	35 00		
Mapleton	Cumberland ... N.S	35 00	35 00		
Maple View	Northumberland, E.R. ... O	52 20	35 00		
Maple View	Victoria ... N.B	31 00	35 00		
Maplewood	Oxford, N.R ... O	169 50	41 00		
Maplewood	Lunenburg ... N.S	62 00	35 00		
Maplewood	York ... N.B	19 30	35 00		
Maquapit Lake	Sunbury & Queens ... N.B	46 00	35 00		
Mar	Bruce, N.R. ... O	93 00	50 00	5 00	
Mara	Yale-Cariboo ... B.C	236 55	117 00		13 00
Marathon	Carleton ... O	62 43	40 00		
*e*Maravilla	Souris ... M	10 28	29 16		
*e*Marble Bluff	Lanark, N.R ... O	24 67	26 25		
Marbleton Station	Richmond & Wolfe ... Q	41 00	35 00		
Marburg	Norfolk ... O	70 00	35 00		
Marceauville	Bellechasse ... Q	73 60	38 00		
Marcelin	Prince Albert ... Sask	485 23	140 00	24 00	13 00
f Marcelville	Northumberland ... N.B	19 00	32 08		
March	Carleton ... O	30 00	35 00		
Marchand	Provencher ... M	82 20	35 00		
Marchbank	Kings & Albert ... N.B	10 00	35 00		
Marchhurst	Carleton ... O	25 39	35 00		
Marchildon	Nicolet ... Q	30 00	35 00		
Marchmont	Simcoe, E.R ... O	84 00	37 00		
Marchwell	Saltcoats ... Sask	200 12	83 00		6 00
Marcil	Bonaventure ... Q	41 50	35 00		
Marconi	Assa ... Sask	26 00	35 00		
Marden	Wellington, S.R. ... O	79 50	49 00		
a Margaree Ford	Inverness ... N.S	9 00	20 41		
b Marengo	Moosejaw ... Sask	49 00	2 91		
Margaree Forks	Inverness ... N.S	188 75	*d*112 00	11 15	6 00
Margaree Island	Inverness ... N.S	4 00	35 00		
Margaret	Souris ... M	427 48	245 00		25 00
Margate	Prince ... P.E.I	106 30	63 00		6 00
Maria Capes	Bonaventure ... Q	118 00	58 00		6 00
Maria de Kent	Kent ... N.B	12 00	35 00		
Maria East	Bonaventure ... Q	97 50	39 00		
Mariahilf	Saltcoats ... Sask	5 00	35 00		
Marie Bridge	Kings ... P.E.I	21 70	35 00		
Marie Joseph	Guysborough ... N.S	278 70	138 00		13 00
Marienthal	Assa ... Sask	21 10	35 00		
Marieton	Regina ... Sask	48 00	35 00		
Marieval	Saltcoats ... Sask	29 35	35 00		
Marigot	Lotbinière ... Q	14 25	35 00		
Marion	Queens ... P.E.I	20 00	35 00		
Marion Bridge Road	South Cape Breton ... N.S	2 00	35 00		
Marionville	Russell ... O	71 53	40 50		
Maritana	Huntingdon ... Q	68 45	35 00		
Mark Crossing	Wright ... Q	46 50	35 00		
Markhamville	Kings ... N.B	44 00	35 00	3 00	
Markland	Dauphin ... M	30 70	35 00		
Marlington	Stanstead ... Q	46 10	35 00		
Marlow	Beauce ... Q	55 00	36 00		

a Opened 1-9-10. *b* Opened 1-3-11. *c* Opened 1-7-10. *d* Including $20 night allowance. *f* Closed temporarily 19-12-10; re-opened 19-1-11. *c* Closed 1-2-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Marmion	Grey, S.R O	93 30	49 00		
Marney	Marquette M	39 00	35 00		
Marnoch	Huron, E.R O	31 00	35 00		
Marquette	Macdonald M	349 40	127 00		13 00
Marringhurst	Souris M	25 75	35 00		
Marriott's Cove	Lunenburg N.S	109 86	38 00		
Marriott	Battleford Sask	88 80	35 00	1 00	
Marron Lake	Yale-Cariboo B.C	40 00	35 00	6 00	
Marrtown	Kings N.B	19 00	35 00		
Marsboro'	Compton Q	50 00	[c]51 00		
Marsden	Battleford Sask	49 20	35 00		
Marsh	Pictou N.S	17 25	35 00		
Marsh Bridge	St. John N.B	324 85	[g]		
Marsh Brook	Inverness N.S	18 75	35 00		
Marshall's Town	Digby N.S	64 75	42 00		
Marshdale	Pictou N.S	11 00	35 00		
Marshes (West Bay)	Inverness N.S	25 00	[e]47 00		
Marshfield	Queens P.E.I	32 75	35 00		
Marshfield	Essex, S.R O	21 00	35 00		
Marsh Hill	Ontario, S.R O	38 00	35 00		
Marshland	Dauphin M	22 40	35 00		
Marshville	Pictou N.S	30 50	35 00		
Marshy Hope	Pictou N.S	77 30	47 00	3 00	
Marsouins	Gaspé Q	79 00	35 00		
Marston	Norfolk O	28 00	35 00		
[d] Martel	Chicoutimie & Sag Q	38 90	35 00		
Martel Corners	Russell O	27 70	35 00		
[a] Marter	Nippissing O	31 70	29 16		
Martin	Queens P.E.I	23 00	35 00		
Martin Brook	Lunenburg N.S	20 70	35 00		
Martindale	Wright Q	86 71	40 00		
Martin Farm	Simcoe, N.R O	35 00	35 00		
Martin's	Victoria N.B	89 80	58 50		3 00
Martins	Strathcona Alta	17 50	35 00		
Martin's Lake	Pontiac Q	39 50	35 00		
Martin Siding	Muskoka O	85 50	35 00		
Martin's Point	Lunenburg N.S	99 50	71 00		6 00
Martin's River	Lunenburg N.S	154 00	69 00		6 00
Martinvale	Kings P.E.I	28 00	35 00		
Martock	Hants N.S	43 25	35 00		
Marvelville	Russell O	140 00	60 00		6 00
Marvin	Kings & Albert N.B	10 00	35 00		
Marwayne	Victoria Alta	76 35	35 00		
Marydale	Antigonishe N.S	10 61	35 00		
Mary Hill	Dauphin M	83 53	39 00	37 50	
Maryland	Pontiac Q	230 85	88 00	24 00	6 00
Maryvale	Antigonishe N.S	18 00	35 00	3 00	
Mascarene	Charlotte N.B	45 75	35 00		
Mascouche Rapids	L'Assomption Q	53 00	35 00		
Masinasin	Medicine Hat Alta	113 40	41 00	5 62	
Maskawata	Brandon M	22 00	35 00		
Maskinongé	Maskinongé Q	42 00	35 00		
Mason Point	Iverness N.S	6 00	35 00		
Masonville	Middlesex, E.R. O	46 00	36 00		
Massie	Grey, E.R O	161 30	101 00		13 00
Mass Town	Colchester N.S	129 80	66 00		6 00
Mastai	Quebec Q	273 25	110 00		13 00

[c] Includin $16 night allowance. [e] Including $12 night allowance. [g] For Revenu &c., see Appendix C under St. John, N.B. sub-offices. [a] Opened 1-6-10. [d] Late Petit.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries, and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
g Matalik	Rimouski Q	40 00	5 83		
Matawatchan	Renfrew, S.R. O	97 20	49 00		
b Matherford	Thunder Bay and Rainy River O	15 00	26 25		
Matheson	North Cape Breton & Victoria N.S	14 00	35 00		
Mathieu	Beauce Q	14 00	35 00		
Mattatall Lake	Colchester N.S	25 50	35 00		
Mattie	Guysborough N.S	42 25	35 00		
q Maude	Moosejaw Sask	14 00	2 91		
Maughan	Victoria Alta	34 00	35 00		
Mavillette	Digby N.S	153 75	90 00		6 00
Mawcook	Shefford Q	60 00	35 00		
Maximville	Prince P.E.I	25 00	35 00		
j Maxton	Moosejaw Sask	64 00	35 00		
Maxwell	Carleton N.B	47 39	35 00		
Maxwellton Station	Digby N.S	88 75	35 00		
May Bank	Huntingdon Q	43 75	35 00		
Maybridge	Edmonton Alta	16 30	35 00		
Maycroft	Macleod Alta	59 50	35 00		
e Mayerthorpe	Edmonton Alta	30 97	26 25		
Mayerville	Russell O	25 00	35 00		
Mayfair	Middlesex, W.R. O	114 00	56 00		6 00
Mayfield Station	Portage la Prairie Man	77 25	35 00		
Mayfield	Antigonishe N.S	25 00	35 00		
Mayfield	Peel O	85 00	37 00		
Mayfield	Queens P.E.I	144 00	50 50		3 00
Mayflower	Digby N.S	62 05	35 00		
Maynard	Grenville O	51 00	35 00		
Mayne	Brandon M	10 00	35 00		
Maynooth Station	Hastings, E.R. O	321 90	95 00		6 00
Mayo	Labelle Q	30 60	*f* 45 00		
Mayook	Kootenay B.C	152 75	60 00		6 00
Mayview	Humboldt Sask	22 18	35 00		
Maywood	Nanaimo B.C	580 25	249 00		25 00
Mazenod	Moosejaw Sask	112 00	47 00		
a Mazerall	York N.B	16 00	32 08		
Meach Lake	Wright Q	97 00	35 00		
Meadow	Kings & Albert N.B	12 00	35 00		
Meadow Bank	Mackenzie Sask	28 40	35 00		
Meadow Creek	Macleod Alta	71 00	42 00		
h Meadow Lake	Battleford Sask	7 00	8 75		
Meadow Lea	Macdonald M	42 50	35 00		
Meadows	Macdonald M	121 75	48 00		
Meadows Road	South Cape Breton N.S	22 00	35 00		
Meadowvale	Selkirk M	19 50	35 00		
Meadowvale	Annapolis N.S	9 00	35 00		
Meadowville Station	Pictou N.S	170 32	107 00	12 00	13 00
Meagher's Grant	Halifax N.S	166 95	79 00		6 00
Meat Cove	North Cape Breton and Victoria N.S	11 00	35 00		
c Meaux	Pontiac Q	39 00	29 16		
Mechanic's Settlement	Kings & Albert N.B	54 00	36 00		
Mechanicsville	Carleton O	136 81	54 00		6 00
d Mecheche	Red Deer Alta	58 88	32 08		
Mecumona	Parry Sound O	36 00	35 00	8 00	
Medford	Kings N.S	39 90	35 00		

a Opened 1-5-10. *b* Closed 1-1-11. *c* Opened 1-6-10. *d* Opened 1-5-10. *f* Including $10 night allowance. *q* Opened 1-3-11. *e* Opened 1-7-10. *j* Late Carvale. *g* Opened 1-2-11. *h* Opened 1-1-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Medford	Victoria. N.B	46 50	35 00		
Medicine Valley	Red Deer Alta	54 70	35 00		
Medina	Oxford, N.R. O	116 00	58 00		6 00
b Medstead	Battleford Sask	18 25	8 75		
Meeting Creek	Red Deer Alta	152 75	65 00	12 00	6 00
Meig's Corners	Missisquoi Q	63 00	35 00		
Meiklefield	Pictou N.S	22 00	35 00		
Meiseners	Lunenburg N.S	20 00	35 00		
Mekiwin	Portage la Prairie M	28 50	35 00		
Melancthon	Dufferin O	223 00	110 00		13 00
Melanson	Kings N.S	52 60	35 00		
Melboro'	Richmond & Wolfe Q	55 00	35 00		
Melbourne	Portage la Prairie. M	29 35	35 00		
Melbourne Ridge	Richmond & Wolfe Q	62 50	35 00		
Melcombe	Leeds O	57 00	36 00		
Meldrum Bay	Algoma, E.R. O	224 23	117 00		13 00
Meldrum Creek	Yale-Cariboo. B.C	10 50	35 00		
Melford	Inverness N.S	70 00	*f* 45 00	14 00	
Melgund	Wellington, N.R. O	28 00	35 00		
Melissa	Muskoka O	69 85	35 00		
Mellowdale	Edmonton Alta	42 90	35 00		
Melocheville	Beauharnois Q	214 01	44 00		
Melrose	Hastings, E.R. O	162 00	80 00		6 00
Melrose	Guysborough N.S	58 70	*g*56 00		
Melrose	Westmoreland N.B	163 00	80 00		6 00
Melrose	Selkirk M	28 25	35 00		
e Melrose Hill	Inverness N.S	6 00	5 83		
Melton	Dauphin. M	30 00	35 00		
Melville	Inverness N.S	24 00	35 00		
Melville	Prince Edward O	72 25	35 00		
Melville Cross	Peel O	118 55	61 00		6 00
Melvin	Dundas O	48 95	35 00		
Memel	Kings & Albert N.B	24 00	35 00		
Memramcook East	Westmoreland N.B	39 00	35 00		
Memramcook West	Westmoreland. N.B	204 57	99 00		6 00
Menard Corner	St. John's & Iberville Q	22 00	35 00		
Menardville	St. John's & Iberville Q	31 75	35 00		
Menie	Northumberland, E.R. O	169 00	84 00		6 00
a Menisino	Provencher M	153 55	32 08		
c Meno	Battleford Sask		23 33		
Menteith	Brandon M	49 50	35 00		
a Menzie	Marquette M	48 50	32 08		
Mercer	Kings & Albert N.B	12 00	35 00		
Mercier	Montmagny Q	195 75	113 00		9 50
Meredith	Charlotte. N.B	21 75	35 00		
Meridian	Assa. Sask	100 25	51 00		6 00
d Merid	Moosejaw Sask	16 00	2 91		
Merivale	Carleton O	95 60	47 00		
Mermaid Farm	Queens P.E.I	11 00	35 00		
Merna	Strathcona Alta	39 50	35 00	4 08	
Meridale	Marquette Man	36 53	35 00		
Merton	Halton O	128 15	64 00		6 00
Mervin	Battleford Sask	347 20	*h*116 50	2 50	13 00
Meskanaw	Prince Albert Sask	37 00	35 00		
Metchosin	Nanaimo B.C	96 36	39 00		
Methven	Brandon M	216 50	117 00		13 00
Meteghan Station	Digby N.S	200 72	94 00		6 00

b Closed 1-1-11. *e* Opened 1-2-11. *f* Including $10 night allowance. *g* Including $20 night allowance. *a* Opened 1-5-10. *c* Closed 1-12-10. *d* Opened 1-3-11. *h* Including $11.50 arrears of salary.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Metgernnette	Dorchester Q	111 15	*h*55 70		
b Metiskow	Red Deer Alta	68 85	20 41		
Metlakatla	Comox Atlin B.C	88 42	95 00		6 00
Metropolitan	Perth, S.R. O	7 00	35 00		
Metz	Wellington, N.R. O	65 25	35 00		
Mewassin	Edmonton Alta	99 30	77 50	40 00	6 00
Meyersburg	Northumberland, E.R. O	108 55	*e*57 00		
Meyers Flat	Yale Cariboo B.C	23 00	35 00		
Meyronne	Moosejaw Sask	116 43	45 00	*k*3 50	
Micaville	Lanark, S.R O	1 28	35 00	3 00	
Michael's Bay	Algoma, E.R. O	68 80	35 00		
Michaud	Victoria N.B	54 75	41 50		
Michaudville	St. Hyacinthe Q	48 00	35 00		
Michipicoten Harbour	Algoma, W.R O	171 00	37 00		
Michipicoten River	Algoma, W.R O	241 60	127 00		13 00
Mickla	Bruce, S.R. O	20 00	35 00		
Micksburg	Renfrew, N.R O	168 00	96 00		6 00
Micmac Gold Mines	Lunenburg N.S	10 00	35 00		
Middle Barney's River	Picton N.S	24 02	35 00		
Middleboro'	Cumberland N.S	52 50	36 00		
Middle Beaver Bank	Halifax N.S	31 00	*i* 45 00		
Middle Cape	South Cape Breton N.S	18 61	35 00		
Middle Caraquet	Gloucester N.B	65 95	35 00		
Middle Church	Selkirk M	203 11	70 00		6 00
Middle Country Harbour	Guysborough N.S	43 75	*e*47 00		
Middle Coverdale	Kings & Albert N.B	34 70	35 00		
Middle Clyde River	Shelburne & Queens N.S	11 00	35 60		
Middle East Pubnico	Yarmouth N.S	109 00	*j* 65 00		6 00
Middlefield	Shelburne & Queens N.S	57 93	35 00	28 00	
Middle Greenfield	Carleton N.B	16 10	35 00		
Middle Hainesville	York N.B	28 00	35 00		
Middle Lake	Humboldt Sask	25 25	35 00		
Middle La Have Ferry	Lunenburg N.S	26 25	35 00		
Middle Manchester	Guysborough N.S	35 40	35 00		
Middlemarch	Elgin, W.R. O	100 50	53 00		6 00
Middlemiss	Middlesex, W.R. O	221 06	122 00		13 00
Middle Ohio	Shelburne & Queens N.S	36 00	35 00		
Middle Porter's Lake	Halifax N.S	24 90	35 00		
Middle River	North Cape Breton & Victoria N.S	82 90	39 50	3 00	
Middle Sackville	Halifax N.S	10 25	35 00	5 00	
Middlesex	Kings & Albert N.B	29 00	35 00		
Middle Simonds	Carleton N.B	93 50	50 00		6 00
Middle Southampton	York N.B	80 00	38 00		
Middleton	Prince P.E.I	34 50	35 00		
Middleton	Westmoreland N.B	15 00	35 00		
Middleton	Antigonish N.S	16 00	35 00		
Midford	Parry Sound O	27 70	35 00		
Midgell	Kings P.E.I	29 60	35 00		
Midgic Station	Westmoreland N.B	119 00	54 00	11 00	6 00
Midhurst	Simcoe, N.R. O	176 00	87 00		6 00
Mid Lothian	Parry Sound O	34 50	35 00		
Midland	Kings & Albert N.B	66 50	35 00		
c Mid Lothian Wharf	Parry Sound O	33 00	27 00		
Midville Branch	Lunenburg N.S	48 50	35 00		
Midway	Kings & Albert N.B	11 00	*i*45 00		

b Opened 1-9-10. *e* Including $12 night allowance. *h* Including $5.70 night allowance. *i* Including $10 night allowance. *j* Including $15 night allowance. *k* Including 50 cts. arrears forward allowance. *c* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Miguasha	Bonaventure Q	35 00	35 00		
Miguasha West	Bonaventure Q	7 00	35 00		
Mikado	Mackenzie Sask	123 25	36 00		
Milburn	Kings P.E.I	18 00	35 00		
Milby	Sherbrooke Q	77 20	42 00		
Milden	Moosejaw Sask	135 00	53 00	6 00	3 00
Mild View	Grenville O	31 00	35 00		
Miletta	Stanstead Q	36 50	35 00		
Milford	Prince Edward O	189 00	83 50		6 00
Milford	Annapolis N.S	26 50	35 00		
Milford	St. John N.B	144 00	*f* 89 00	7 00	6 00
Milford Bay	Muskoka O	280 38	129 00		13 00
Milford Haven Bridge	Guysborough N.S	17 78	35 00		
Militia Point	Inverness N.S	13 00	*c* 47 00		
Milkish	Kings & Albert N.B	44 60	35 00		
Millanville	Megantic Q	17 00	35 00		
Millar	Thunder Bay & Rainy River O	160 50	75 00		6 00
Millar's Corners	Grenville O	93 15	54 00		3 00
Millarton	Bruce, N.R O	43 00	35 00		
Millbank	Northumberland N.B	29 90	35 00		
Mill Bridge	Hastings, E.R O	153 45	86 00	5 00	6 00
Mill Brook	Pictou N.S	32 05	35 00		
Mill Brook	Sunbury & Queens N.B	39 50	35 00		
Millbrook Station	Durham O	277 17	*d* 163 00		13 00
Millbrook	Selkirk M	27 65	35 00		
Mill Cove	Lunenburg N.S	22 15	35 00		
Mill Cove	Sunbury & Queens N.B	66 00	35 00		
Mill Cove	Queens P.E.I	11 25	35 00		
Mill Creek	North Cape Breton & Victoria N.S	19 00	35 00		
Mill Creek	Macdonald M	15 00	35 00		
Milledgeville	St. John N.B	137 00	*g*		
b Miller	Battleford Sask		26 25		
a Millerand	Nipissing O	27 75	17 50		
Miller Lake	Bruce, N.R O	39 00	35 00		
Miller's Creek	Hants N.S	95 50	39 50		
Mille Vaches	Chicoutimi & Saguenay,Q	109 30	78 00	6 00	6 00
Millfield	Megantic Q	31 30	35 00	3 00	
Mill Grove	Wentworth O	246 00	111 00		13 00
Mill Haven	Lennox & Addington O	106 11	53 00		6 00
Milliken	York, C.R O	208 88	105 00		13 00
Millington	Brome Q	168 41	*e* 70 00		3 00
Millington	Ontario, N.R O	99 50	42 00		
Million	Dauphin M	99 95	35 00		
Mill River	Prince P.E.I	142 00	*d* 85 00	32 00	6 00
Mill River-East	Prince P.E.I	34 25	35 00		
Mill Road	Lunenburg N.S	14 00	35 00		
Mill Settlement	Sunbury & Queens N.B	31 50	35 00		
Mill Settlement West	Sunbury & Queens N.B	32 42	35 00		
Millstream	Bonaventure Q	57 42	40 25		
Millstream	Kings & Albert N.B	182 00	100 00	9 00	6 00
Millstream	Nanaimo B.C	187 60	69 00		6 00
Millsville	Pictou N.S	113 00	57 00		6 00
Milltown Cross	Kings P.E.I	36 30	35 00		
Millvale	Queens P.E.I	14 00	35 00		

d Including $20 night allowance. *e* Including $12 night allowance. *f* Including $16 night allowance. *g* For revenue, &c., *see* Appendix C under St. John, N.B., sub-offices. *a* Opened 1-10-10. *b* Closed 1-1-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
j Mill Valley	Northumberland O	33 00	35 00		
Mill View	Queens P.E.I	140 25	73 00		6 00
Millville	Kings N.S	83 70	66 00		6 00
Millville Boularderie	North Cape Breton & Victoria N.S	100 00	*i*67 00		6 00
Millwood	Marquette M	216 70	117 00	3 00	13 00
b Milly	Moosejaw Sask	35 75	35 00		
Milnerton	Red Deer Alta	80 75	43 00	0 75	
Milnikek	Bonaventure Q	86 11	39 00		
Milo	Medicine Hat Alta	38 50	35 00		
Milo Lot 9	Prince P.E.I	49 75	35 00		
Milot	Three Rivers and St Maurice Q	34 00	35 00		
Milsap	Lennox & Addington O	20 00	35 00		
Milton Brae	Gloucester N.B	13 00	35 00		
Milton East	Shefford Q	229 50	*g*110 00		6 00
k Milton Heights	Halton O	*k*8 75			
Milton Station	Queens P.E.I	51 00	35 00	3 00	
Mininegash	Prince P.E.I	65 60	35 00		
Mimosa	Wellington, S.R. O	76 35	45 00		
Mina	Northumberland, W.R O	39 25	35 00		
Minasville	Hants N.S	101 15	35 00		
Minda	Medicine Hat Alta	134 60	35 00	4 64	
Mine Centre Station	Thunder Bay and Rainy River O	433 40	*d*154 00		13 00
Mineral	Carleton N.B	35 00	35 00		
Mineral Rock	South Cape Breton N.S	9 00	35 00		
Mineral Springs	Wentworth O	36 50	35 00		
Minerve	Labelle Q	101 88	44 00		
Miners Bay	Victoria & Haliburton O	45 81	35 00		
Minett	Muskoka O	302 76	147 00		13 00
Mineville	Halifax N.S	14 50	35 00		
Mingan	Chicoutimi & Saguenay Q	17 60	*h*45 00		
Ministik Lake	Strathcona Alta	42 20	35 00		
f Minnehaha	Battleford Sask	7 00	2 91		
Mink Cove	Digby N.S	66 96	*g*47 00		
c Mink Lake	Edmonton Alta		23 58		
a Minnehik	Strathcona Alta	15 83	14 58		
Minnewakan	Dauphin M	77 08	65 50	63 83	6 00
e Minnicoganashine	Muskoka O	117 00	59 00		6 00
Minniehill	Grey, N.R O	46 00	35 00		
Minnitaki	Thunder Bay and Rainy River O	27 00	49 00		3 00
Minstrel Island	Comox Atlin B.C		5 83		
Minto	Pictou N.S	18 25	35 00		
Minto	Hastings, W.R O	58 00	35 00		
a Minto Bridge	Yukon	32 00	14 58		
Minton	Stanstead Q	38 25	35 00		
Minudie	Cumberland N.S	151 15	80 00		6 00
Miquelon	Richmond & Wolfe Q	36 20	35 00		
Mira Gut	South Cape Breton N.S	100 40	46 00	15 00	
Mirabel	Two Mountains Q	60 00	49 00		
Miranda	Missisquoi Q	15 00	35 00		
Miron	Pontiac Q	5 00	35 00		
Mirror	Battleford Sask	132 00	35 00	3 00	
Mirror Lake	Kootenay B.C	79 75	35 00		

a Opened 1-11-10. *b* Late Gravesborough. *c* Closed 3-12-10. *c* Summer office. *f* Opened 1-3-11 *j* Late Skibbereen. *g* Including $12 night allowance. *h* Including $10 night allowance. *i* Including $16 night allowance. *k* Credit supply for a new office not yet opened. *d* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Miscou Centre	Gloucester N.B	60 90	35 00		
Miscouche	Prince P.E.I	297 40	143 00	15 00	13 00
Miscou Harbour	Gloucester N.B	82 25	*g*54 00	3 00	
Miscou Lighthouse	Gloucester N.B	45 00	35 00		
Miscou Plains	Gloucester N.B	36 00	35 00		
Misère	Charlevoix Q	35 00	*d*45 00		
Mispec	St John N.B	52 00	89 80		6 00
Mississippi Station	Frontenac O	184 60	94 00		6 00
Mission St. Louis	Bonaventure Q	19 75	35 00		
Missoula	Pontiac Q	32 00	35 00		
Mistawasis	Prince Albert Sask	181 30	96 00	14 00	6 00
Mitchell River	Kings P.E.I	25 00	35 00		
Mitchell Bay	Halifax N.S	13 10	35 00		
Mitchell's Bay	Kent, WR O	88 66	46 00		
Mitchell Settlement	Restigouche N.B	10 25	35 00		
Mitchell Square	Simcoe, N.R O	108 34	71 00		6 00
Mitchell Station	Dr'mmond & Arthab'ka Q	176 03	*e*116 50		9 50
a Mitchellton	Moosejaw Sask	52 50	20 41		
Mitchellville	Leeds O	53 65	38 00		
Mitchellview	Mackenzie Sask	20 00	35 00		
Mizonette	Gloucester N.B	80 25	39 00		
Mochelle	Annapolis N.S	82 60	37 00		
Model Farm	Mackenzie Sask	38 50	35 00		
Moe's River	Compton Q	105 00	58 00		6 00
Moffat	Halton O	143 85	64 00		6 00
Moffat	Qu'Appelle Sask	62 70	41 50		
Moira	Hastings, W.R O	214 32	122 00	4 00	13 00
Moisie	Chicoutimi & Saguenay Q	131 50	*f*161 00		6 00
Moline	Marquette M	63 50	35 00		
Molson	Selkirk M	160 60	*h*113 00	326 00	13 00
Moltke	Bruce, S.R O	42 50	35 00		
Monaghan	Queens P.E.I	12 75	35 00		
Monalea	Argenteuil Q	21 75	35 00		
Monck	Wellington, N.R O	96 95	45 00		
Moncrieff	Huron, E.R O	91 80	55 00		6 00
Moncton Road	Westmoreland N.B	14 10	35 00		
Monetville	Nipissing O	108 32	*c*77 00	1 75	6 00
Moneymore	Hastings, E.R O	8 00	35 00		
Mongenais	Vaudreuil Q	85 00	46 00		
Mongolia	York, C.R O	90 30	49 50		3 00
Monk Road	Hastings, W.R O	18 25	35 00		
Monk's Head	Antigonishe N.S	26 60	35 00		
Mono Centre	Dufferin O	149 75	55 50	3 00	3 00
Monominto	Provencher M	99 80	44 00		
Monsell	Muskoka O	8 00	35 00		
Montague Gold Mines	Halifax N.S	15 00	35 00		
Montagne Ronde	Beauce Q	7 00	35 00		
Montcalm	Montcalm Q	185 00	*c*135 00		13 00
Mont Dufresne	Richmond & Wolfe Q	19 25	35 00		
Monteagle	Westmoreland N.B	13 00	35 00		
Monteagle Valley	Hastings, E.R O	88 00	57 00		6 00
Monte Creek	Yale-Cariboo B.C	380 52	*p*255 00	50 00	19 00
Montefiore	Souris M		14 58		
i Monteith	Nipissing O	12 00	2 91		
*k*Montgomery	Qu'Appelle Sask				

a Opened 1-9-10. *c* Including $15 night allowance. *d* Including $10 night allowance. *e* Including $20 night allowance. *f* Including $50 special salary, $50 special winter allowance and $10 night allowance. *g* Including $12 night allowance. *h* Including $10 arrears salary allowance. *p* Including $60 night allowance. *i* Opened 1-3-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Monticello	Kings P.E.I	28 85	35 00		
Montigny	Labelle Q	100 77	35 00		
Mont Louis	Gaspé Q	199 34	101 00		
Montmorency East	Montmorency Q	59 05	35 00		
Montmorency Falls	Quebec Q	252 21	143 50		13 00
Mont Nebo	Prince Albert Sask	36 45	35 00		
Montreal sub-office No. 15*n*	St. Mary's Q	*n*	*n*		
Montreal sub-office No. 29	St. Lawrence Q	*n*	*n*		
Montreal sub-office No. 33	Maisonneuve Q	*n*	*n*		
Montreal sub-office No. 35*n*	Maisonneuve Q	*n*	*n*		
Montreal sub-office No. 41*n*	Jacques Cartier Q	*n*	*n*		
Montaeal sub-office No. 42*n*	Hochelaga Q	*n*	*n*		
Montreal sub-office No. 45*n*	Maisonneuve Q	*n*	*n*		
Montreal sub-office No. 26	Hochelaga Q	*n*	*n*		
*a*Montreal sub-office No. 43	Maisonneuve Q	*n*	*n*		
*b*Montreal sub-office No. 44	Maisonneuve Q	*n*	*n*		
*c*Montreal sub-office No. 48	Hochelaga Q	*n*	*n*		
*d*Montreal sub-office No. 49	St. Marys Q	*n*	*n*		
*e*Montreal sub-office No. 50	City of Montreal Q	*n*	*n*		
*f*Montreal sub-office No. 51	Maisonneuve Q	*n*	*n*		
*g*Montreal sub-office No. 52	Jacques Cartier Q	*n*	*n*		
Montreal South	Chambly & Verchères Q	75 00	39 00		
Montrose	Colchester N.S	98 55	43 00		
Montrose	Welland O	48 50	35 00		
Montrose	Prince P.E.I	118 15	47 00		
Montrose	Portage la Prairie M	59 55	35 00		
Mont St. Hilaire	Rouville Q	154 00	77 00		6 00
Mont St. Pierre	Gaspé Q	34 50	35 00		
Monvel	Red Deer Alta	5 00	35 00		
Moon Falls	Parry Sound O	48 75	35 00		
*k*Moon Hills	Prince-Albert Sask	19 83	23 33		
*l*Moon River	Parry Sound O	156 40	78 00		6 00
Moonstone	Simcoe, E.R O	175 28	104 00		13 00
*i*Moore	Sunbury & Queens N.B	16 00	21 97		
Mooresburg	Grey, S.R. O	98 30	59 00	3 00	6 00
Moore's Mills	Charlotte N.B	215 40	93 00	30 00	6 00
Mooresville	Middlesex, N.R. O	121 42	52 00		3 00
Moor Lake Station	Renfrew, N. R. O	79 92	35 00		
Moose Brook	Hants N.S	42 95	35 00		
Moosehead	Halifax N.S	47 25	35 00		
Moose Horn Bay	Dauphin M	38 25	35 00		
Mooseland	Halifax N.S	131 55	56 00		6 00
Moosejaw, sub-office No. 1	Moosejaw Sask	*o*	*o*		
Moose Lake	Keewatin Sask		17 50		
Moose Mountain	Carleton N.B	40 86	35 00		
Moose River	Picton N.S	22 00	35 00		
Moose River	Cumberland N.S	27 00	35 00		
Moose River	Bagot Q	55 75	36 50		
Moose River Gold Mines	Halifax N.S	106 25	63 00		6 00
*j*Moose Valley	Assa Sask	17 69	14 58		
Moran	Northumberland N.B	55 80	35 00		
Morar	Antigonishe N.S	16 50	35 00		
Moraviantown	Kent, E.R O	13 00	35 00		
p Morrisville	Algoma, E.R O	17 50	5 83		
Moray	Middlesex, N.R. O	31 00	35 00		

a Opened 6-5-10. *b* Opened 4-5-10. *c* Opened 25-6-10. *d* Opened 1-10-10. *e* Opened 28-11-10. *f* Opened 28-12-10. *k* Closed 31-8-10. *l* Summer office. *n* For revenue &c., *see* Appendix C under Montreal sub-offices. *o* For revenue, &c., *see* Appendix C under Moosejaw, Sask., sub-offices. *p* Re-opened 1-2-11. *i* Opened 15-8-10. *j* Opened 1-11-10. *k* Opened 1-11-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
a Moreau	Levis Q	20 00	26 25		
Morehead	Pontiac Q	72 00	35 00		
Morehouse	Northumberland N.B	86 50	63 00		6 00
Morell East	Kings P.E.I	9 30	35 00		
Morell Rear	Kings P.E.I.	26 25	35 00		
Morganston	Northumberland, E.R. O	225 75	*e*130 00		13 00
Morganville	Digby N.S	28 00	35 00		
Morigeau	Montmagny Q	95 87	46 00		
Morin	Bellechasse Q	14 75	35 00		
Morinus	Muskoka O	121 75	73 00		6 00
b Morisset Station	Dorchester Q	91 05	26 25		
Morley	Grey, N.R O	18 81	35 00		
Morley	Calgary Alta	299 45	*h*141 00		13 00
Morrisdale	Kings N.B	39 30	35 00		
g Morrin	Red Deer Alta	106 19	34 80		
Morris Island	Yarmouth N.S	16 00	35 00		
Morrison	Inverness N.S	6 00	35 00		
Morrison Lake	Muskoka O	15 00	35 00		
Morrison Station	Terrebonne Q	118 00	48 00		
Morrissey	Kootenay B.C	91 25	87 00		6 00
Morristown	Antigonishe N.S	32 05	35 00		
Morristown	Kings N.S	31 00	35 00		
j Morrisville	Algoma O	5 83			
Morrow	Durham O	50 50	35 00		
Mortimer's Point	Muskoka O	142 50	65 00		6 00
f Morton Park	York, N.R O	77 00	39 00		
Morton's Corner	Lunenburg N.S	22 00	35 00		
Morvan	Antigonishe N.S	15 00	35 00		
Morven	Lennox & Addington O	69 00	46 00		
Morwick	Prince Albert Sask	19 00	35 00		
Mosborough	Wellington, S.R. O	96 90	52 00		6 00
Mosher's Corner	Annapolis N.S	35 30	35 00		
Mosherville	Hants N.S	188 15	90 00		6 00
Mossbank	Moosejaw Sask	42 15	35 00		
Moss Glen	Kings & Albert N.B	25 50	35 00		
Mosside	Edmonton Alta	156 80	57 00	6 00	6 00
Mosside	Lambton, E.R O	122 00	56 00		6 00
Moss Lake	Mackenzie Sask	17 50	35 00		
Mossleigh	Macleod Alta	55 99	35 00		
Mossley	Middlesex, E.R O	144 39	70 00		6 00
Mossman's Grant	Lunenburg N.S	127 00	59 00		6 00
Mosten	Moosejaw Sask	75 75	49 00	9 66	
Motherwell	Perth, S.R O	157 72	77 00		6 00
Moulie's River	Kent N.B	101 70	60 00		6 00
Moulin Basinet	Joliette Q	10 00	35 00		
c Moulin Bersimis	Chicoutimi & Saguenay Q	34 50	15 12		
Moulin Cantin	Drum'nd & Arthabaska Q	22 25	35 00		
Moulin Desbiens	Chicoutimi & Saguenay Q	29 00	35 00		
Moulin Dubois	Drum'nd & Arthabaska Q	2 00	35 00		
Moulin Fontaine	Richmond & Wolfe Q	90 55	35 00		
Moulin Lacroix	Montcalm Q	26 25	35 00		
Moulin Mignault	Rimouski Q	15 00	35 00		
Moulin Tardif	Richmond & Wolfe Q	47 65	35 00		
Moulin Têtu	Lotbinière Q	30 47	35 00		
Moulin Vallière	Montmorency Q	19 80	35 00		
Moulton	Haldimand O	117 00	62 00		6 00
i Moundville	Saskatoon Sask	9 00			

a Opened 1-7-10. *b* Opened 1-7-10. *c* Opened 26-10-10. *e* Including $12 night allowance. *f* Summer office. *g* Late Blooming Prairie. *h* Including $5 night allowance. *i* Credit supply for a new office not yet opened. *j* Re-opened 1-2-11.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mountain Brook	Restigouche N.B	19 25	35 00		
Mountain Chute	O	*f*12 00			
Mountain Dale	Kings & Albert N.B	26 00	35 00		
Mountain Gap	Dauphin M	15 00	35 00		
Mountain House	Red Deer Alta	31 54	35 00		
Mountain Mill	Macleod Alta	55 00	35 00		
Mountain Road	Pictou N.S	23 00	35 00		
Mountain Road	Dauphin M	50 75	35 00		
Mountain View	Prince Edward O	108 00	65 00		6 00
Mountain View	Medicine Hat Alta	212 50	117 00		13 00
Mount Albion	Wentworth O	42 75	35 00		
Mount Albion	Queens P.E.I	101 05	52 00		6 00
Mount Auburn	Richmond N.S	21 20	35 00		
Mount Buchanan	Queens P.E.I	33 00	35 00		
Mount Carmel	Prince P.E.I	54 05	35 00		
Mount Carmel	Huron, E.R O	214 80	84 00		6 00
Mount Charles	Peel O	45 00	35 00		
Mount Chesney	Frontenac O	50 50	35 00		
Mount Denison	Hants N.S	92 30	40 00		
Mount Dennis	York, S.R O	190 76	86 00		6 00
Mount Green	Assa Sask	48 35	35 00	2 00	
Mount Hamilton	Wentworth O	*d*	*d*		
Mount Hanly	Annapolis N.S	175 00	70 00		6 00
Mount Healy	Haldimand O	46 50	35 00		
Mount Hebron	Kings & Albert N.B	15 12	35 00		
Mount Herbert	Queens P.E.I	15 00	35 00		
Mount Hope	Bruce, N.R O	19 00	35 00		
Mount Hope	Kings P.E.I	44 75	35 00		
Mount Horeb	Victoria & Haliburton O	50 00	35 00		
Mount Irwin	Peterborough, W.R O	54 25	35 00		
Mount Joshnson	St. Johns & Iberville Q	101 50	*c*66 00		3 00
Mount Julien	Peterborough, E.R O	222 50	104 00		13 00
Mount Lehman	New Westminster B.C	303 32	100 00		6 00
Mount Loyal	Montcalm Q	17 50	35 00		
Mount Maple	Argenteuil Q	13 00	35 00		
Mount Middleton	Kings & Albert N.B	25 00	35 00		
Mount Murray	Charlevoix Q	90 00	*e*57 00		
Mount Nemo	Halton O	56 00	*b*50 00		
Mount Olie	Yale-Cariboo B.C	46 12	35 00		
Mount Oscar	Vaudreuil Q	48 75	35 00		
Mount Pisgah	Kings & Albert N.B	20 00	35 00		
Mount Pleasant	Prince P.E.I	41 80	35 00		
Mount Pleasant	Cumberland N.S	20 45	35 00		
Mount Pleasant	Carleton N.B	181 39	60 00		6 00
Mount Prospect	Kings & Albert N.B	15 00	35 00		
Mount Robson	Dorchester Q	8 00	35 00		
Mount Rose	Annapolis N.S	55 75	35 00		
Mount Royal	Prince P.E.I	27 00	35 00		
Mount Royal	Macdonald M	5 50	35 00		
a Mount Royal Vale	Jacques Cartier Q	74 00	19 30		
Mount Ryan	Queens P.E.I	19 30	35 00		
Mount St. Louis	Simcoe, E.R O	176 29	91 00		6 00
Mount St. Patrick	Renfrew, S.R O	160 80	83 00	3 00	6 00
Mount Salem	Elgin, E.R O	126 50	66 00		6 00
Mountsberg	Wentworth O	81 25	49 00		
Mount Stephen	Simcoe, E.R O	72 35	35 00		
Mount Thom	Pictou N.S	27 50	35 00		
Mount Tolmie	Nanaimo B.C	293 00	75 00		9 50

a Closed 3-10-10. *d* For revenue &c., See Appendix C., Hamilton sub-offices. *b* Including $15 night allowance. *c* Including $12 night allowance. *e* Including $10 summer season allowance. *f* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mount Vernon	Brantford O	154 25	120 00		13 00
Mount Vernon	Queens P.E.I	21 00	35 00		
Mount View	Wellington, N.R. O	37 62	35 00		
Mount View	Westmoreland N.B	39 00	35 00		
Mountville	Kings & Albert N.B	21 00	35 00		
Mount Whatley	Westmoreland N.B	38 05	35 00		
Mount William	Pictou N.S	14 00	35 00		
Mount Wolf	Peel O	34 26	35 00		
Mount Young	Inverness N.S	20 00	35 00		
Mouth of Jemseg	Sunbury & Queens N.B	99 84	51 00		6 00
Mouth of Keswick	York N.B	141 35	92 00	11 75	6 00
Mouth of St. Francis	Victoria N.B	4 00	35 00		
b Mowat Island	Parry Sound O	22 00	15 00		
Moyerton	Strathcona Alta	50 00	35 00		
Muddy Creek	Prince P.E.I	65 50	38 00		
a Mud Lake	Algoma, E.R O	41 00	26 25		
Muir	Oxford, S R O	25 01	35 00		
Muir Kirk	Kent, E.R O	247 26	117 00		13 00
Muldoon	Pontiac Q	112 50	67 00		6 00
Mulgrave	Welland O	17 50	35 00		
Mull	Kent, W.R O	163 84	88 00	4 00	6 00
Mull River	Inverness N.S	21 76	35 00		
Mullifarry	Middlesex, N.R. O	27 53	35 00		
Mullingar	Battleford Sask	71 84	49 50		3 00
Mulmur	Dufferin O	75 40	*d*52 00		
Mulock	Mackenzie Sask	49 00	35 00		
Mulock	Grey, S.R O	52 00	35 00		
Mulvihill	Humboldt Sask	*i* 7 00			
Mundare	Victoria Alta	524 65	243 00	12 00	25 00
Mundleville	Kent N.B	56 75	35 00		
Muniac	Victoria N.B	86 50	50 00		
Munro	Perth, S.R O	121 05	68 00	14 00	6 00
Munroe	New Westminster B.C	102 00	68 00		6 00
Munroe's Bridge	Inverness N.S	20 00	35 00		
Munroe's Mills	Glengarry O	76 42	35 00		
c Munro Siding	Algoma E O	44 46	43 19		3 00
h Munson	Medicine Hat Alta	132 00	13 32		1 08
Munster	Carleton O	318 13	80 00		6 00
Murches	York N.B	19 50	15 00		
Murchison	Marquette M	4 00	35 00		
e Murchison	Nipissing O	35 00	27 61		
Murchyville	Halifax N.S	25 00	35 00		
Murphy	Grey, N.R. O	19 00	35 00		
Murphy	Inverness N.S	15 00	35 00		
Murray	Northumberland, E.R. O	175 30	*f*105 00		9 50
Murray Corner	Westmoreland N.B	70 89	35 00		
Murrayfield	Pictou N.S	7 00	35 00		
Murray Harbour, West	Kings P.E.I	94 35	48 00		
Murray Park	Macdonald M	17 50	35 00		
Murray Road	Westmoreland N.B	56 75	35 00		
Murray Valley	Red Deer Alta	30 00	35 00		
Murrells	Pontiac Q	53 00	35 00		
Murvale	Frontenac O	87 30	35 00		
a Musclow	Hastings, E.R O	22 00	26 25		
Mushaboom	Halifax N.S	29 00	*g*45 00		
Muskoka Falls	Muskoka O	64 95	35 00		

a Opened 1-7-10. *b* Summer office. *c* Closed 20-1-11. *e* Closed 14-1-11. *h* Opened 1-3-11. *d* Including $15 night allowance. *f* Including $12 night allowance. *i* Credit supply for a new office not yet opened. *g* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Musidora	Victoria Alta	15 50	35 00		
Musquash	St. John N.B	72 00	46 50		3 00
Musselyville	Bonaventure Q	26 50	35 00		
Mutrie	Qu'Appelle. Sask	62 85	35 00		
Mutton Bay	Chicoutimi & Saguenay.Q	18 20	35 00		
Myer's Cave	Frontenac. O	21 00	*g*45 00		
Myer's Point	Halifax N.S	7 00	35 00		
Myncaster	Yale-Cariboo B.C	76 75	45 00	26 00	3 00
Myrnam	Victoria Alta	43 50	35 00		
Myrehall	Hastings, E.R O	14 00	35 00		
Myrtle	Ontario, S.R O	189 45	84 00		6 00
Myrtle Creek	Victoria Alta	60 75	35 00	2 38	
Myrtle Station	Ontario. S.R O	216 71	102 50		6 00
Mystic	Missisquoi Q	191 50	107 00		13 00
NAAS-HARBOUR	Comox Atlin B.C	78 25	35 00		
Nackawick	York N.B	56 50	35 00		
*a*Nadeau	Victoria N.B	22 58	32 08		
Naev Meehal	Carleton O	28 00	35 00		
Nahun	Yale-Cariboo B.C	92 00	52 00		3 00
Nail Pond	Prince P.E.I	14 30	35 00		
Nairn	Middlesex, N.R. O	97 23	49 00		
Naisberry	Prince Albert Sask	99 75	37 00		
*d*Nakamun	Edmonton. Alta	13 00	3 88		
Nancy	Maskinongé Q	19 00	35 00		
Nanoose Bay	Comox-Atlin B.C	40 90	35 00		
Nantyr	Simcoe, S.R O	166 50	82 00		6 00
Naphan	Hastings, E.R O	20 00	35 00		
Nappan	Cumberland N.S	37 50	35 00		
Napperton	Middlesex, N.R. O	19 40	35 00		
Narrow Lake	Battleford Sask	13 00	50 00		
Narva	Bruce, S.R O	46 77	35 00		
Nashville	York, C.R O	138 00	77 00		6 00
Nashwaak Bridge	York N.B	196 25	118 00		13 00
Nashwaak Village.	York N.B	81 25	45 00		
Nasonworth	York N.B	37 00	35 00		
Natashquan	Chicoutimi & Saguenay.Q	97 00	*e*55 00	22 00	
*b*Nateby	Medicine Hat Alta	30 83	14 58		
Natika	Humboldt Sask	14 00	35 00		
Naughton	Algoma, E.R O	270 27	76 00		6 00
Naughton Glen	Victoria Alta	40 90	35 00		
Nauwigewauk	Kings & Albert N.B	203 39	173 50		19 00
Nealdale	Humboldt Sask	25 14	35 00		
Neapolis	Red Deer Alta	108 24	54 00	9 00	3 00
Necum Teuch	Halifax N.S	79 00	41 00	3 00	
Nebo	Wentworth O	34 80	35 00		
Nechacco	Yale-Cariboo. B.C	130 75	35 00		
Needles	Kootenay B.C	148 04	112 00	21 00	13 00
Neelin	Souris M	261 99	124 00		13 00
Neewin	Mackenzie Sask	65 10	58 00	5 00	6 00
Negusville	Sask Sask	30 00	35 00		
Neidpath	Moosejaw Sask	71 10	35 00		
Neilburg	Battleford Sask	30 00	35 00		
Neil's Harbour	North Cape Breton & Victoria N.S	149 50	65 00		6 00

a Opened 1-5-10. *b* Opened 1-11-10. *d* Opened 20-2-11. *e* Including $20 night allowance.
g Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Nellie Lake	Nipissing O	62 85	23 33		
Neilsonville	Quebec Q	237 00	95 00		6 00
Nelson Reserve	Northumberland N B	17 80	35 00		
Nenagh	Grey, S.R. O	23 45	35 00		
Nerepis Station	Kings & Albert N.B	90 00	50 00	10 00	3 00
Nerissa	Guysboro' N.S	6 00	35 00		
Nes	Selkirk M	61 69	35 00		
Nesham	Prince Albert Sask	20 50	35 00	1 00	
Nesscliffe	Regina Sask	26 25	35 00		
Nestleton Station	Durham O	207 51	86 00		6 00
b Nesto	Nipissing O	138 25	17 50		
Nestor	Strathcona Alta	65 81	35 00		
Netherby	Welland O	98 50	52 50		3 00
Netherhill	Moosejaw Sask	837 69	260 83		32 66
Netherton	Mackenzie Sask	11 00	35 00		
Net of Lakes	Humboldt Sask	78 82	35 00		
Nettly Lake	Selkirk M	25 75	35 00		
Neuchatel	Red Deer Alta	63 75	35 00		
Neuheim	Moosejaw Sask	15 75	35 00		
Neveton	Dauphin M	31 25	35 00		
Nevis	Red Deer Alta	*c*15 00			
New Acadie	Kings P.E.I	49 50	35 00		
New Albany	Annapolis N.S	102 55	47 00	8 00	
New Annan	Prince P.E.I	27 10	35 00		
New Argyle	Queens P.E.I	15 20	35 00		
Newark	Oxford, S.R O	50 50	35 00		
New Armagh	Lotbinière Q	46 00	35 00		
New Bandon	Gloucester N.B	59 00	36 00		
Newbliss	Leeds O	82 00	41 00		
New Boston	South Cape Breton N.S	6 00	35 00		
Newboyne	Leeds O	44 25	35 00		
Newbridge	Huron, E.R O	225 43	73 00	5 00	6 00
Newburg	Carleton N.B	1 00	35 00		
Newburg	Medicine Hat Alta	46 20	35 00		
Newburg Junction	Carleton N.B	146 75	69 75	12 00	4 50
Newburn	Lunenburg N.S	40 00	35 00		
New Canaan	Essex, S.R O	122 50	95 80		9 50
New Canaan	Sunbury & Queens N.B	17 48	35 00		
New Canada	Lunenburg N.S	66 00	36 00		
c New Carlisle West	Bonaventure Que	15 00	7 00		
New Carlow	Hastings, E.R. O	40 00	35 00		
Newcastle Bridge	Sunbury & Queens N.B	223 75	111 00		13 00
Newcastle Centre	Sunbury & Queens N.B	15 98	35 00		
Newcomb	Lunenburg N.S	31 20	35 00	10 00	
Newcomb Corner	Halifax N.S	67 29	38 50		
New Cornwall	Lunenburg N.S	54 50	35 00		
New Credit	Brant, S.R O	27 00	35 00		
New Cumberland	Lunenburg N.S	14 00	35 00		
New Denmark	Victoria N.B	52 75	35 00	6 00	
New Dominion	Queens P.E.I	47 75	35 00		
New Dublin	Brockville O	105 75	35 00		
New Edinburgh	Digby N.S	60 00	35 00		
Newellton	Shelburne & Queens N.S	129 34	70 00		6 00
New Elm	Lunenburg N.S	10 00	35 00		
New Erin	Huntingdon Q	57 00	*d*47 00		
New Finland	Qu'Appelle Sask	60 94	35 00		
New Flos	Simcoe, N.R. O	125 58	72 00		6 00

b Re-opened as a regular office 1-10-10. *c* Opened 19-1-11. *d* Including $12 night allowance.
c Credit supply for a new office not yet opened. *f* Opened 1-8-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue. Salaries and ~~Allowances~~—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
New France	Antigonishe ... N.S	13 00	35 00	....	....
New Gairloch	Pictou ... N.S	17 50	35 00	....	....
New Glasgow Mills	Queens ... P.E.I	27 00	35 00	....	....
New Grafton	Shelburne & Queens ... N.S	76 55	35 00	....	....
New Harbour	Guysborough ... N.S	26 50	35 00	7 50	....
New Harbour, West	Guysborough ... N.S	61 00	38 00	....	....
a New Harmony	Kings ... P.E.I	....	8 75	....	....
New Harris	North Cape Breton and Victoria ... N.S	8 00	35 00	....	....
New Harris Forks	North Cape Breton and Victoria ... N.S	18 00	35 00	3 00	....
New Haven	Queens ... P.E.I	74 00	40 00	22 00	....
New Haven	North Cape Breton & Victoria ... N.S	57 75	35 75	....	....
New Hill	Red Deer ... Alta	31 35	35 00	....	....
New Hoffnung	Moosejaw ... Sask	30 65	35 00	....	....
Newholm	Muskoka ... O	37 00	35 00	....	....
New Home	Assa ... Sask	45 50	35 00	....	....
New Holstein	Qu'Appelle ... Sask	8 75	35 00	....	....
New Horton	Kings & Albert ... N.B	24 50	35 00	....	....
New Ireland	Megantic ... Q	35 20	35 00	6 00	....
New Jersey	Northumberland ... N.B	37 80	35 00	....	....
New Jerusalem	Sunbury & Queens ... N.B	62 94	35 00	....	....
New Lindsay	... Alta	*f* 10 00	....	....	....
New London	Queens ... P.E.I	213 00	*d*104 00	....	6 00
New Lunnon	Edmonton ... Alta	31 00	35 00	....	....
New Market	York ... N.B	15 00	35 00	....	....
New Maryland	York ... N.B	9 35	34 80	....	....
New Mexico	Compton ... Q	14 50	35 00	....	....
New Minas	Kings ... N.S	152 20	54 00	....	6 00
New Osgoode	Prince Albert ... Sask	99 99	35 00	2 25	....
New Ottawa	Battleford ... Sask	152 00	90 00	36 00	6 00
New Oxley	Macleod ... Alta	18 75	35 00	....	....
New Park	Durham ... O	44 25	35 00	....	....
New Perth	Kings ... P.E.I	80 00	39 00	....	....
New Perth West	Kings ... P.E.I	71 30	36 00	....	....
Newport	Brantford ... O	55 50	35 00	3 00	....
Newport	Gaspé ... Q	201 70	*b*138 00	....	13 00
Newport	Kings ... P.E.I	70 35	35 00	....	....
Newport Corner	Hants ... N.S	62 87	35 00	....	....
Newport Station	Hants ... N.S	256 30	103 00	55 00	13 00
New Richmond Centre	Bonaventure ... Q	111 75	35 00	....	....
New River Mills	Charlotte ... N.B	66 50	41 00	....	....
New Rockland	Richmond & Wolfe ... Q	65 50	*d*62 00	....	....
New Ross Road	Kings ... N.S	20 00	*e*45 00	....	....
Newry	Perth, N.R ... O	122 40	59 00	....	6 00
New Salem	Cumberland ... N.S	173 78	*d*81 00	....	6 00
New Sarepta	Strathcona ... Alta	62 55	35 00	....	....
New Sarum	Elgin, E.R ... O	152 80	66 00	....	6 00
New Scotland	Kent, E.R ... O	86 00	48 00	....	....
New Scotland	Westmoreland ... N.B	23 00	35 00	....	....
New Sydenham	Macdonald ... M	21 50	35 00	....	....
Newton	Prince ... P.E.I	10 80	35 00	....	....
Newton Cross	Queens ... P.E.I	35 00	35 00	....	....
Newton Mills	Colchester ... N.S	144 00	59 00	....	6 00
Newton Robinson	Simcoe, S.R ... O	234 30	144 00	....	13 00
Newtonville	Kings ... N.S	33 00	35 00	....	....

a Closed 1-7-10. *b* Including $20 night allowance. *d* Including $15 night allowance. *e* Including $10 night allowance. *f* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
New Town	Guysborough N.S	70 00	*s* 49 00		
New Town	Kings & Albert N.B	198 25	92 00	3 00	6 00
New Tusket	Digby N.S	133 71	53 00		6 00
b New Ufford	Battleford Sask	24 68	35 00		
New Victoria	South Cape Breton N.S	61 68	37 00		
Newville	Cumberland N.S	159 15	77 00		6 00
New Warren	Regina Sask	301 95	104 00	6 00	13 00
b New West	Medicine Hat Alta	49 10	33 65		
New Wiltshire	Queens P.E.I	180 25	*s* 95 00	28 00	6 00
New Yarmouth	Cumberland N.S	10 00	35 00		
New Zealand	Kings P.E.I	36 75	35 00		
New Zion	Sunbury & Queens N.B	43 25	35 00		
Nichabau	Pontiac Q	51 00	35 00		
Nichollsville	Kings N.S	28 75	35 00		
Nickelton	Nipissing O	145 75	*e* 36 36		
Nicolet Falls	Richmond & Wolfe Q	105 00	49 00		
Nicolston	Simcoe, S.R O	75 50	43 00		
Nicomekl	New Westminster B.C	26 00	35 00		
Nicomin	New Westminster B.C	88 90	58 00		6 00
Nictau	Victoria N.B	70 00	43 00		
Nictaux South	Annapolis N.S	11 02	35 00		
Nictaux West	Annapolis N.S	60 10	35 00		
Nigado	Gloucester N.B	88 95	44 00		
a Nightingale	Medicine Hat Alta	35 00	8 75		
Nile	Huron, W.R O	182 50	90 00		6 00
Nilestown	Middlesex, E.R O	94 75	63 00	3 00	6 00
a Nilram	Strathcona Alta	20 00	8 75		
Nine Mile Creek	Queens P.E.I	19 30	35 00		
Nine Mile River	Hants N.S	70 10	41 00		
Nipawin	Prince Albert Sask	38 00	35 00		
Nipissing Junction	Nipissing O	71 25	42 00		
Nithburg	Perth N.R O	45 42	35 00		
Niverville	Provencher M	334 82	*h* 132 50		9 50
Nixon	Norfolk O	136 15	*d* 75 00		6 00
Nixon	Kings & Albert N.B	36 50	35 00		
Nober	Norfolk O	130 45	54 50		3 00
Noel Road	Hants N.S	47 65	35 00		
Noel Shore	Hants N.S	58 97	40 00		
Noelton	Calgary Alta	64 00	41 50		
Nogies Creek	Peterboro O	83 00	39 00		
Nolalu	Thunder Bay & Rainy River O	184 60	85 00		6 00
Norborough	Prince P.E.I	26 85	35 00		
f Norbo	Red Deer Alta	36 20	41 50		
Nordin	Northumberland N.B	128 50	35 00		
c Noremac	Moosejaw Sask	9 00	5 83		
Norgate	Dauphin M	20 00	35 00		
Norham	Northumberland, E.R. O	231 25	*d* 114 00		13 00
Normandale	Norfolk O	111 00	58 00		6 00
Normandin Nord	Chicoutimi & Saguenay, Q	21 00	35 00		
Normanton	Battleford Sask	61 25	37 50		
Norquay	Mackenzie Sask	69 23	35 00		
i Norrishville	Saskatoon Sask	13 46	29 16		
Norris Lake	Selkirk M	22 17	24 91		
North Ainslie	Inverness N.S	40 00	35 00		
North Alton	Kings N.S	12 00	35 00		

a Opened 1-1-11. *b* Opened 15-4-10. *c* Opened 1-2-11. *d* Including $12 night allowance. *e* Including $1.36 arrears. *h* Including $20 night allowance. *f* Closed 3-3-11. *s* Including $10 night allowance. *i* Opened 1-6-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Northam	Prince .... P.E.I	119 95	64 00	4 00	6 00
Northampton	Carleton .... N.B	35 00	35 00	....	....
Northbank	Victoria .... Alta	22 00	35 00	....	....
North Beaver Bank	Halifax .... N.S	25 75	*c* 45 00	....	....
North Bedeque	Prince .... P.E.I	48 00	35 00	....	....
North Bonaparte	Yale-Cariboo .... B.C	71 75	35 00	....	....
North Brook	Lennox & Addington .... O	261 50	123 00	....	13 00
North Bruce	Bruce, N.R. .... O	157 00	*p* 95 00	6 00	6 00
North Buxton	Kent, W.R .... O	208 30	83 00	....	6 00
North Carleton	Prince .... P.E.I	72 05	*p* 50 00	....	....
North Claremont	Ontario, S.R. .... O	103 15	85 50	....	6 00
North Clarendon	Pontiac .... Q	38 70	35 00	....	....
North Corner	Kings .... N.S	47 00	35 00	....	....
Northcote	Renfrew, S.R .... O	143 09	78 00	....	6 00
North Earltown	Colchester .... N.S	40 00	35 00	....	....
b North East Bay	Thunder Bay & Rainy River. .... O	....	23 32	....	....
North East Harbour	Shelburne & Queens. N.S	114 00	75 00	4 00	6 00
North East Mabou	Inverness. .... N.S	6 00	35 00	....	....
North East Margaree	Inverness .... N.S	195 35	*c* 119 00	45 00	6 00
f North East Point	Shelburne & Queens. N.S	100 61	54 50	....	3 00
North Ekfrid	Middlesex, W.R. .... O	115 30	44 00	....	....
a Northern Valley	Victoria .... Alta	26 80	17 50	....	....
North Esk Boom	Northumberland .... N.B	28 25	35 00	....	....
d North Farnham	Missisquoi .... Q	....	3 55	....	....
Northfield	Stormont .... O	47 40	35 00	....	....
Northfield	Sunbury & Queens. . N.B	19 30	35 00	....	....
Northfield	Lunenburg .... N.S	71 35	35 00	....	....
Northfield, Queens	Shelburne & Queens. N.S	14 00	35 00	....	....
Northfield Centre	Brant. .... O	72 42	39 00	....	....
Northfield Farm	Wright. .... Q	29 39	35 00	....	....
North Forks of Salmon Creek	Sunbury & Queens. . N.B	22 00	35 00	....	....
North Framboise	Richmond. .... N.S	35 00	35 00	....	....
North Gabriola	Nanaimo .... B.C	82 30	35 00	....	....
North Georgetown	Châteauguay .... Q	32 50	35 00	....	....
North Glanford	Wentworth .... O	59 50	43 00	....	....
North Gore	Argenteuil .... Q	37 50	35 00	....	....
North Grant	Antigonishe .... N.S	31 00	35 00	....	....
North Greenville	Cumberland .... N.S	21 00	35 00	....	....
North Gut, St. Ann's	North Cape Breton and Victoria .... N.S	16 55	35 00	....	....
North Harbour, Cape North	North Cape Breton and Victoria. .... N.S	15 00	*c* 45 00	....	....
North Highlands	Inverness. .... N.S	7 00	35 00	....	....
North Hill	Compton .... Q	39 00	35 00	....	....
North Intervale	Guysborough. .... N.S	35 50	35 00	....	....
North Kemptville	Yarmouth. .... N.S	40 00	35 00	....	....
North Keppel	Grey, N.R. .... O	82 50	46 00	....	....
North Kingston	Kings .... N.S	59 42	35 00	3 00	....
North Lake	Kings .... P.E.I	23 00	35 00	....	....
North Lake	York .... N.B	104 70	46 00	....	....
North Lakeville	Kings .... P.E.I	20 40	35 00	....	....
Northlands	Moosejaw .... Sask	18 75	35 00	....	....
North Low	Wright. .... Q	60 38	35 00	....	....
North Lunenburg	Stormont .... O	239 61	127 00	....	13 00
North Malden	Essex, S.R .... O	128 50	49 00	8 00	....
North Mara	Ontario, N.R .... O	23 00	35 00	....	....

a Opened 1-10-10. *b* Opened 1-6-10; closed 1-2-11. *c* Including $20 night allowance. *d* Closed 7-5-10. *e* Including $10 night allowance. *f* Late Cape Sable Island. *p* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North Meiklefield	Pictou N.S	21 00	35 00	......	......
North Middleboro	Cumberland N.S	60 99	37 00	......	......
North Milton	Queens P.E.I	20 00	35 00	......	......
Northminster	Battleford Sask	16 84	35 00	......	......
North Montague	Lanark, S.R O	40 00	35 00	......	......
North Mountain	Dundas O	28 25	35 00	......	......
North Mountain	Kings N.S	12 00	35 00	......	......
North Ogden	Guysborough N.S	20 00	35 00	......	......
North Onslow	Pontiac Q	82 10	45 00	......	......
North Osgoode	Russell O	35 53	35 00	......	......
North Pelham	Welland O	139 64	*c*90 00	......	6 00
North Pelton	Essex, N.R O	15 00	35 00	......	......
North Pinnacle	Missisquoi Q	48 14	35 00	......	......
North Range Corner	Digby N.S	85 20	49 00	16 00	......
North Renous	Northumberland N.B	56 42	35 00	3 00	......
North Rideau	Carleton O	46 00	35 00	......	......
North Ridge	Essex, S.R O	91 40	45 00	......	......
North River	Queens P.E.I	90 00	41 00	8 00	......
North River	Colchester N.S	112 25	36 50	......	......
North River Bridge	North Cape Breton and Victoria N.S	112 30	61 00	......	6 00
North River Centre	North Cape Breton and Victoria N.S	35 00	35 00	......	......
Northrup	Kings & Albert N.B	36 00	35 00	......	......
North Rustico	Queens P.E.I	180 90	97 00	......	6 00
North St. Eleanors	Prince P.E.I	36 55	35 00	......	......
North Saanich	Nanaimo B.C	37 50	35 00	......	......
a North Salem	Hants N.S	1 60	23 33	......	......
North Seneca	Wentworth O	41 10	35 00	......	......
North Seguin	Parry Sound O	49 25	35 00	......	......
North Shore	Cumberland N.S	33 00	35 00	......	......
North Shore	North Cape Breton and Victoria N.S	23 00	35 00	......	......
North Shore of St. Margaret Bay	Halifax N.S	96 50	*d*63 00	......	3 00
North Springfield	Annapolis N.S	162 70	100 00	......	6 00
North Stanbridge	Missisquoi Q	134 05	*c*86 00	......	6 00
North Star	Lisgar M	47 45	35 00	......	......
North Stoke	Richmond & Wolfe Q	26 25	35 00	......	......
North Stukely	Shefford Q	221 00	*d*133 00	......	13 00
North Sutton	Brome Q	6 00	35 00	......	......
North Tay	York N.B	45 00	35 00	......	......
North Tryon	Prince P.E.I	176 00	107 00	......	13 00
North Valley	Stormont O	33 00	35 00	......	......
Northview	Victoria N.B	39 96	35 00	......	......
Northville	Kings N.S	5 00	35 00	......	......
North Wallace	Cumberland N.S	23 75	35 00	......	......
North West	Lunenburg N.S	19 00	35 00	......	......
North West Arm	South Cape Breton N.S	48 75	35 00	18 00	......
North West Bridge	Northumberland N.B	135 20	61 00	......	6 00
North West Cove	Lunenburg N.S	25 00	*g*45 00	......	......
North West Harbour	Shelburne & Queens N.S	63 08	35 00	......	......
North Winchester	Dundas O	55 50	38 00	......	......
North Wolfestown	Richmond & Wolfe Q	18 75	35 00	......	......
North Woolwich	Waterloo, N.R O	61 00	35 00	......	......
Norton	Medicine Hat Alta	109 50	35 00	......	......
Norton Creek	Châteauguay Q	64 00	40 00	......	......
Norton Dale	York N.B	36 75	35 00	......	......

a Closed 1-12-10. *c* Including $20 night allowance. *d* Including $12 night allowance. *g* Including $10 night allowance. *e* Including $15 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Nortonville	Peel O	28 30	35 00		
Norval Station	Halton O	111 25	47 00		
e Norway Bay	Pontiac Q	68 00	34 00		
Norway House	Keewatin O	161 64	101 00		9 50
Norwood	Yarmouth N.S	67 60	35 00		
Nosbonsing	Nipissing O	45 00	35 00		
Notre Dame	Kent N.B	300 78	148 60	6 00	13 00
Notre Dame d'Auvergne	Moosejaw Sask	450 05	*h*146 50	*h*10 95	*h*16 00
b Notre Dame de Bonsecours	Rouville Q	5 00	2 91		
Notre Dame de l'Esperance	Chambly & Verchères Q	52 50	35 00		
Notre Dame de l'Ile Verte	Témiscouata Q	73 76	38 00		
Notre Dame de la Merci	Montcalm Q	25 00	35 00		
Notre Dame de Rimouski	Rimouski Q	158 31	78 00		6 00
Notre Dame de Savoie	Red Deer Alta	42 33	35 00	3 50	
Notre Dame du Lac	Nipissing O	53 50	35 00		
Notre Dame du Pont Main	Labelle Q	56 90	35 00		
Notre Dame du Portage	Témiscouata Q	243 54	*f* 120 00		6 00
Notre Dame du Rosaire	Montmagny Q	158 69	109 50		9 50
Nouvelle	Bonaventure Q	119 17	58 00		6 00
Noyan	Missisquoi Q	174 10	93 00		6 00
Noyes Crossing	Edmonton Alta	49 50	35 00		
Nudell Bush	Dundas O	17 00	35 00		
Nugent	Strathcona Alta	*h* 10 00			
Nunebor	Battleford Sask	51 60	35 00		
a Nushka	Humboldt Sask	33 50	35 00		
Nushka Station	Nipissing Ont	*h* 18 50			
a Nut Lake	Humboldt Sask	40 00	35 00	3 00	
Nut Mountain	Mackenzie Sask	40 70	45 50		3 00
Nuttby	Colchester N.S	16 50	35 00		
Nutt's Corners	Missisquoi Q	47 75	35 00		
Nyanza	North Cape Breton and Victoria N.S	107 75	*j* 64 50		
a OAK	Durham Ont	63 58	32 08		
Oak Bank	Selkirk M	322 95	138 00	16 00	13 00
Oak Bay	Charlotte N.B	188 00	80 00	6 00	6 00
Oak Bay Mills	Bonaventure Q	214 93	78 00		6 00
Oak Bluff	Macdonald M	63 00	35 00		
Oakbrae	Dauphin M	29 72	35 00		
Oakdale	Lambton, W.R O	188 00	84 00		6 00
Oakfield	Halifax N.S	79 57	45 00		
Oakham	Sunbury & Queens N.B	53 75	35 00		
Oak Hammock	Selkirk M	15 00	35 00		
Oak Heights	Northumberland, W.R. O	63 00	35 00		
Oakhill	Victoria & Haliburton O	12 00	35 00		
Oakhill	Charlotte N.B	76 00	35 00	3 00	
Oak Lake	Peterborough, E.R. O	33 00	*c*45 00		
Oakland	Lunenburg N.S	11 50	35 00		
Oakland	Carleton N.B	7 00	35 00		
Oakland	Portage la Prairie M	140 00	76 00		6 00
Oak Leaf	Leeds O	31 19	36 00		
Oakley	Assa Sask	22 75	35 00		
Oakner	Marquette Man	144 20	35 00	1 75	
Oaknook	Dauphin M	13 00	35 00		
Oak Park	Shelburne & Queens N.S	30 50	35 00		

a Opened 1-5-10. *b* Opened 1-3-11. *c* Including $10 night allowance. *h* Credit supply for a new office not yet opened. *f* Including $20 summer season allowance. *e* Summer office. *y* Including $20.50 arrears of salary, 20c. arrears forward allowance and $3 arrears of rent. *j* Including $18 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Oak Ridges	York, N.R. O	117 30	45 00		
Oakville	Carleton N.B	43 50	35 00		
Oakshela	Qu'Appelle Sask	22 80	35 00		
Oates	Frontenac O	43 35	35 00		
Oban	Richmond N.S	23 00	35 00		
Oceanic	Comox-Atlin B.C	26 50	35 00		
Ocean View	Queens P.E.I	38 30	35 00		
O'Brien	Thunder Bay & R.Riv. O	360 41	*a*334 55		*a*26 41
O'Connell	Pontiac Q	24 00	35 00		
O'Connell	Ontario, N.R. O	119 40	51 00		6 00
O'Connor	Thunder Bay and Rainy River O	8 75	35 00		
Oconto	Frontenac O	36 50	35 00		
Odell	Middlesex, E.R. O	32 92	35 00		
*d*Odelltown	St. Johns & Iberville Q	14 20	31 25		
*c*Odessa Station	Qu'Appelle Sask	285 66	*g*129 00		*g*9 00
Odin	Strathcona Alta	16 70	35 00		
Odin	Colchester N.S	26 25	35 00		
O'Farrell	Dorchester Q	37 00	35 00		
Ogden	Guysborough N.S	35 05	35 00	3 00	
Ogdensburg	Argenteuil Q	44 10	35 00		
*b*Ogema	Regina Sask	305 83	14 58		
Ogilvie	Kings N.S	13 59	35 00		
Ogilvie's	Kings & Albert N.B	23 30	35 00		
Ogilvie Station	Portage la Prairie M	193 30	*f*81 50		6 00
Ohio	Antigonishe N.S	40 50	35 00		
q Ohlen	Saltcoats Sask	3 72	17 50		
Ohrnville	Strathcona Alta	20 35	35 00		
Ojibwa	Essex, N.R. O	187 00	101 00		13 00
p Ojibway Island	Parry Sound O	110 00	55 00		6 00
Okanagon	Yale-Cariboo B.C	40 00	35 00		
Olalla	Yale-Cariboo B.C	98 00	54 00		
Oldbury	Battleford Sask	59 24	35 00		
Oldcastle	Essex, N.R. O	82 90	42 00		
Old Chelsea	Wright Q	114 00	56 50		4 50
Oldfield	Kent, E.R. O	125 00	64 00		6 00
Old Fort Bay	Chicoutimi & Saguenay Q	5 50	35 00		
Old Harry	Gaspé Q	39 50	35 00		
Old Lake Road	Temiscouata Q	125 00	59 00		6 00
O'Leary Road	Prince P.E.I	36 00	35 00		
Oleskiw	Provencher M	93 00	35 00		
Olha	Marquette M	25 27	35 00		
Olinville	Sunbury & Queens N.B	35 75	35 00		
Oliphant	Bruce, N.R. O	120 50	60 00		6 00
Olive	Macdonald M	17 00	35 00		
Oliver	Middlesex, E.R. O	64 00	35 00		
Oliver	Stanstead Q	122 85	*e*101 00		6 00
Oliver	Colchester N.S	45 70	35 00		
Oliver	Battleford Sask	104 09	*y*113 75	2 00	9 50
Olivet	Wellington, N.R. O	143 50	87 00		6 00
Olscamp	Champlain Q	60 00	35 00		
Olsen Creek	Macleod Alta	56 00	35 00		
O'Malley	Saskatoon Sask	30 75	35 00		
O'Mara	Strathcona Alta	13 68	35 00		
Ompah	Frontenac O	104 80	62 00		6 00
Oneida	Haldimand O	26 50	35 00		

b Opened 1-11-10. *c* Late Magna. *d* Closed from 1-4 to 10-5-10. *g* Including $20 night allowance $15 arrears of salary and $3 arrears of rent. *q* Temporarily closed 1-10-10. *p* Summer office. *f* Including $15 night allowance. *y* Including $11 25 special salary allowance. *a* Including $154.55 arrears salary and $12.16 arrears of rent. *e* Including $20 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
O'Neil	Westmoreland N.B	4 00	35 00		
O'Neil's Corners	Huntingdon Q	17 00	35 00		
Onion Lake	Battleford Sask	214 15	77 00	1 00	6 00
Onoway	Edmonton Alta	101 57	51 00		3 00
Onslow Mountain	Colchester N.S	15 75	35 00		
Onslow Station	Colchester N.S	116 83	60 00		6 00
e Opawaka	Lisgar M		1 53		
Opeongo	Renfrew, S.R O	70 00	37 00		
Ophir	Algoma, W.R O	82 00	52 00	75 cts.	6 00
h Optic	Medicine Hat Alta	20 00	32 56		
Orangedale, East	Inverness N.S	36 00	35 00		
Oranmore	Parry Sound O	31 75	35 00		
Orbindale	Strathcona Alta	31 50	35 00		
d Orchard Beach	York, N.R O	139 00	70 00		6 00
Orford Centre	Sherbrooke Q	39 00	35 00		
Oriel	Oxford, S.R O	40 00	35 00		
Orient	Russell O	27 50	35 00		
Oriole	York, S.R O	99 64	67 00		6 00
Orkney	Wentworth O	121 00	60 00		6 00
Orland	Northumberland, E.R. O	188 70	81 00		6 00
Orleans	Russell O	213 91	114 00	14 00	13 00
a Ormaux	Prince Albert Sask	15 25	24 25		
Ormsby	Hastings, E.R O	234 46	111 00		13 00
Ormstown Station	Châteauguay Q	220 62	*f* 118 00		13 00
Oro Station	Simcoe, N.R O	138 81	91 00		6 00
Orr Lake	Simcoe, E.R O	76 50	44 00		
Orrwold	Marquette M	81 95	39 00		
Ortonville	Victoria N.B	39 00	35 00		
Orwell	Queens P.E.I	109 25	65 00	8 00	6 00
Orwell Cove	Queens P.E.I	56 20	38 00		
Osaca	Durham O	63 00	35 00		
Osborne	Lambton, W.R O	116 00	52 00		6 00
Oscar	Russell O	64 75	35 00		
p Osealey	Wentworth O	66 67	29 16		
Osman	Middlesex, W.R O	19 00	35 00		
Oso Station	Frontenac O	111 30	62 00		6 00
b Osprey	Grey, E.R O	50 75	26 25		
Ospringe	Wellington, S.R O	240 76	109 00		13 00
Ossa	Assa Sask	15 00	35 00		
Ossian	Lambton, W.R O	35 00	35 00		
Ostrander	Oxford, S.R O	81 29	47 00		
Ostrea Lake	Halifax N.S	65 75	35 00		
O'Sullivan's Corners	York, S.R O	46 52	35 00		
Oswald	Macdonald M	76 60	35 00		
Otis	Chicoutimi & Saguenay Q	30 00	35 00		
Ottawa Brook	North Cape Breton & Victoria N.S	50 00	35 00		
Ottawa sub-office No. 3 *e*	Ottawa O	*e*	*e*		
Ottawa sub-office No. 15 *e*	City of Ottawa O	*e*	*e*		
Ottawa sub-office No. 17 *e*	Ottawa O	*e*	*e*		
Ottawa sub-office No. 33 *e*	Ottawa O	*e*	*e*		
Ottawa West	Carleton O	133 76	48 00		
Otter	New Westminster B.C	122 50	53 00		6 00
Otter Brook	Colchester N.S	102 25	45 00		
Otter Creek	Hastings, E.R O	26 00	35 00		
Otterburne	Provencher M	231 88	*g* 129 00	35 00	13 00

a Opened 22-7-10. *b* Opened 1 7-10. *e* Closed 16-4-10. *d* Summer office. *h* Closed 6-3-11. *p* Opened 1-6-10. *e* For revenue &c., *see* Appendix C, under Ottawa sub-offices. *f* Including $15 night allowance. *g* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Otter Point	Nanaimo B.C	50 25	35 00	5 00	
Otthon	Sallcoats Sask	29 00	35 00		
Otto	Dauphin M	86 37	43 00	4 25	
c Ouelletteville	Medicine Hat Alta	41 33	23 33		
Ouiatchouan	Chicoutimi & Saguenay Q	208 70	111 00		13 00
d Ouellette	Nipissing O	18 50	5 83		
Ouimet	Thunder Bay & Rainy River O	166 01	88 00	8 00	6 00
Oungah	Kent, W.R O	61 15	37 00		
g Outer Island of Port Hood	Inverness N.S				
Oustic	Wellington, S.R. O	88 66	59 00		6 00
Outlet	Leeds O	42 60	35 00		
Outlook	Algoma, W.R O	27 00	35 00		
Ontram	Annapolis N.S	26 00	35 00		
Ouvry	Kent, W.R. O	160 00	77 00		6 00
Ovenstown	Battleford Sask	152 96	79 00		6 00
Overland	Regina Sask	60 20	35 00		
Overton	Lennox & Addington O	35 00	35 00		
Overton	Yarmouth N.S	24 00	35 00		
Owenbrook	Peterborough, E.R O	42 55	35 00		
Owensville	Moosejaw Sask	47 30	35 00		
Owl's Head Harbour	Halifax N.S	53 76	35 00		
Owoju	Brandon M	30 00	35 00		
Oxbow	Victoria N.B	58 20	35 00		
Oxenden	Grey, N.R O	115 85	60 00	3 75	6 00
Oxford Junction	Cumberland N.S	219 97	130 00		13 00
Oxford Station	Grenville O	107 32	70 00	10 00	6 00
Oxley	Essex, S.R O	253 60	119 00		13 00
Oxmead	Grey, N.R O	29 25	35 00		
Oxville	Strathcona Alta	55 40	35 00	*k*3 75	
Oyster Bed Bridge	Queens P.E.I	132 00	54 00		6 00
Oyster Ponds	Guysborough N.S	61 00	35 00		
Pacaud	Drummond & Athabaska Q	13 00	35 00		
Paddle River	Edmonton Alta	104 60	42 00	6 00	
Painsec	Westmoreland N.B	27 00	35 00		
Painswick	Simcoe, S.R O	209 99	114 00		13 00
Palgrave Station	Peel O	19 00	35 00		
a Palmer	Moosejaw Sask	29 60	17 50		
Palmer Rapids	Renfrew, S.R O	168 66	100 00	5 50	6 00
Palmer Road	Prince P.E.I	14 60	35 00		
Pana	Russell O	114 50	60 00		6 00
Panet	Montmagny Q	56 15	35 00		
b Pangman	Regina Sask	194 15	42 00		
Panmure	Carleton O	130 45	64 00		6 00
Panmure Island	Kings P.E.I	21 00	35 00		
Papineau	Labelle Q	9 26	35 00		
Papineau d'Abbotsford	Rouville Q	36 50	35 00		
Paquette Station	Essex, N.R. O	54 25	35 00	3 00	
Paquetville	Gloucester N.B	144 36	62 00	2 50	6 00
Paradis	Lotbinière Q	55 11	35 00		
Paradise Hill	Sask	*l*7 00			
Paradise Valley	Strathcona Alta	85 50	35 00		

a Opened 1-10-10. *b* Late West Calder. *c* Opened 1-8-10. *d* Opened 1-2-11. *g* Summer office.
k Including 75 cents arrears forward allowance. *l* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
l Paragon	Saltcoats... Sask	20 26	26 25		
c Paramé	Rimouski... Q	40 00	26 25		
Parc Laval	Laval... Q	45 90	37 50		
d Pardee	Lambton, W.R... O	26 40	31 88		
Paré	Portneuf... Q	61 10	42 00		
Parents	Victoria... N.B	55 50	43 00		3 00
Parham	Frontenac... O	231 91	164 00	12 00	19 00
Paris	Yukon	32 00	54 00		3 00
Parisville	Lotbinière... Q	145 00	64 00		6 00
h Park	Sask... Sask		4 32		
a Park Avenue Extension	Jacques Cartier... Q	91 00			
Parkbeg	Moosejaw... Sask	351 23	122 00	10 00	13 00
e Park Court	Edmonton... Alta	34 50	16 16		
Park Corner	Queens... P.E.I	58 50	35 00		
Parkdale	Lunenburg... N.S	110 60	49 00		
Parkdale	Selkirk... M	23 75	35 00		
Parker	Wellington, N R... O	83 97	62 00		6 00
Parker Road	Kings... N.S	10 50	35 00		
Parkers Cove	Annapolis... N.S	100 00	35 00		
Parkers Ridge	York... N.B	34 50	35 00		
Parkerton	Humboldt... Sask	54 00	35 00		
Parkfield	Assiniboia... Sask	4 50	35 00		
Park Head	Bruce, N.R... O	182 50	*j*107 00		6 00
Parkhouse	Hastings, E.R... O	115 80	35 00		
Parkhurst	Lotbinière... Q	57 35	39 50		
Parkin	Qu'Appelle... Sask	43 75	35 00		
Parkindale	Kings & Albert... N.B	89 55	42 00		
Parkinson	Algoma, E.R... O	34 50	35 00		
a Parkman	Assa... Sask	19 00	17 50		
Parks Creek	Lunenburg... N.S	262 20	85 00		6 00
Parkside	Prince Albert... Sask	208 65	92 00		6 00
f Parkview	Mackenzie... Sask	19 00	32 08		
Parlee Settlement	Kings & Albert... N.B	19 00	35 00		
Parma	Lennox & Addington... O	42 00	35 00		
g Parr	Medicine Hat... Alta	30 83	14 58		
Parrsboro' Shore	Cumberland... N.S	57 50	35 00		
Partridge Hill	Victoria... Alta	32 00	35 00		
Parvella	Medicine Hat... Alta	33 85	35 00		
i Pascal	Battleford... Sask	9 25	31 00		4 44
a Pashley	Medicine Hat... Alta	58 78	17 50		
Passekeag	Kings & Albert... N.B	75 50	38 00		
q Pastime	Renfrew, N.R... O	39 00	23 33		
k Passadena	Oxford, N.R... O	38 00	32 98		
s Patchgrove	Battleford... Sask	50 61	20 41		
Paterson	Kootenay... B.C	321 08	190 00		19 00
Pathlow	Prince Albert... Sask	20 49	35 00		
Patience	Strathcona... Alta	36 40	35 00		
m Patience Lake	Saskatoon... Sask	18 00	5 83		
Patterson Settlement	Sunbury & Queens... N.B	17 50	35 00		
Patton	Algoma, E.R... O	21 25	35 00		
Pattullo	Thunder Bay & R. Riv... O	8 00	35 00		
Paudash	Victoria & Haliburton... O	11 00	35 00		
p Paulhon	St. Johns & Iberville... Q	8 00	26 25		
Pauline	Rouville... Q	34 50	35 00		
Pavilion	Yale-Cariboo... B.C	104 75	51 00		6 00
Paxton Valley	Yale-Cariboo... B.C.	15 00	35 00		

a Opened 1-10-10. *b* Late West Calder. *c* Opened 1-7-10. *d* Opened 3-5-10. *e* Opened 15-10-10. *f* Opened 1-5-10. *g* Opened 1-11-10. *h* Closed 15-5-10. *j* Including $20 night allowance. *i* Closed 1-8-10. *q* Late Reid. *k* Temporarily closed 26-12-10; reopened 17-1-11. *m* Opened 1-2-11. *p* Opened 1-7-10. *s* Opened 1-9-10. *l* Closed 31-12-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Payne	Lambton, W.R ... O	17 00	35 00		
Paynes Mills	Elgin, W.R ... O	67 75	35 00		
Peace River Crossing	Edmonton ... Alta	74 45	63 00	21 50	6 00
Peacock	Humboldt ... Sask	122 10	48 00	8 00	
Peakes Road	Kings ... P.E.I	10 30	35 00		
*e*Pearce	Macleod ... Alta	75 80	29 16		
Pearceley	Parry Sound ... O	28 00	35 00		
Pearceton	Missisquoi ... Q	80 00	*m*54 50		
Peardonville	New Westminster ... B.C	37 50	35 00		
Pearl Lake	Bruce, S.R ... O	37 90	35 00		
Pearsonville	Kings & Albert ... N.B	27 00	35 00		
Peas Brook	Guysborough ... N.S	21 00	*m*47 00		
Peavine	Edmonton ... Alta	66 10	35 00	13 75	
*l*Pechet	Qu'Appelle ... Sask	31 25	18 75		
Peebles	Oxford, S.R ... O	21 50	35 00		
Peel	Carleton ... N.B	144 77	72 00	30 00	6 00
Peepabun	Dufferin ... O	15 00	35 00		
Peguis	Victoria ... Alta	24 50	35 00		
Peggy's Cove	Halifax ... N.S	35 90	35 00		
Pekisko	Macleod ... Alta	112 75	58 00		6 00
Pelee Island, South	Essex, S.R ... O	20 00	35 00		
Pelham Centre	Welland ... O	149 20	81 00		6 00
Pelham Corners	Welland ... O	135 40	63 00		6 00
Pelham Union	Welland ... O	34 50	35 00		
Pelican Rapids	Dauphin ... M	21 01	35 00		
Pelletier Mills	Victoria ... N.B	57 25	35 00		
Pelly	... Yukon	80 50	35 00		
Pembina	Edmonton ... Alta	68 70	50 00	3 00	3 00
Pembroke	Hants ... N.S	93 00	64 00		6 00
*h*Pembroke	Carleton ... N.B	2 00	11 70		
Pembroke Shore	Yarmouth ... N.S	55 60	35 00		
Pemberton Meadows	Yale-Cariboo ... B.C	46 25	35 00		
Pemberton Portage	Yale-Cariboo ... B.C	53 10	35 00		
f Pendant d'Oreille	Medicine Hat ... Alta	63 37	19 02		
Pendennis	Brandon ... M	87 85	68 00		6 00
*g*Pengam	Moosejaw ... Sask	32 58	14 58		
Pengarth	Regina ... Sask	29 50	35 00		
Peniac	York ... N.B	68 15	40 00		
Peninsula Gaspé	Gaspe ... Q	132 00	66 00	20 00	6 00
Penkill	Moosejaw ... Sask	132 00	46 00	48 00	
Pennant	Halifax ... N.S	26 50	35 00		
Pennfield	Charlotte ... N.B	129 90	62 00		6 00
Pennfield Centre	Charlotte ... N.B	46 50	35 00		
Pennfield Ridge	Charlotte ... N.B	110 00	60 00	108 00	6 00
Pennock	Saltcoats ... Sask	10 00	35 00		
Peno	Victoria ... Alta	17 26	35 00		
Penrith	Brandon ... M	20 40	35 00		
Penryn	Northumberland E.R ... O	24 00	35 00		
Pentland	Wellington, S.R ... O	55 00	35 00		
Penville	Simcoe, S.R ... O	53 00	36 00		
Perbeck	Red Deer ... Alta	125 70	67 00		6 00
Perch Station	Lambton, W.R ... O	44 10	35 00		
Percival	Qu'Appelle ... Sask	128 75	57 00		6 00
Percy	Assa ... Sask	23 25	35 00		
Perivale	Algoma, E.R ... O	34 00	35 00		
Perkinsfield	Simcoe, E.R ... O	111 50	50 00		6 00
Perley	Saltseats ... Sask	33 75	35 00		

e Opened 1-6-10. *f* Opened 15-9-10. *g* Opened 1-11-10. *h* Closed 1-8-10. *l* Closed 31-8-10.
m Including $12 night allowanee.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Perm	Dufferin O	250 74	76 00		6 00
Perrault	Renfrew, S.R. O	80 00	35 00		
Perretton	Renfrew, N.R. O	49 40	35 00		
a Perron	Gaspé Q	38 40	35 00		
Perott Settlement	Annapolis N.S	19 00	35 00		
Perryboro'	Compton Q	22 00	35 00		
Perry Settlement	Kings & Albert N.B	15 00	35 00		
Perry Siding	Kootenay B.C	68 00	39 50		
Perry Station	Welland O	177 75	71 00		6 00
Perry's Point	Kings & Albert N.B	109 80	50 00		6 00
Perrytown	Durham O	79 65	35 00		
Perryville	Sunbury & Queens N.B	8 00	35 00		
Perth Road	Frontenac O	260 50	*c*157 00	10 00	13 00
Perthuis	Portneuf Q	59 50	*c*52 50		
Peter's Brook	North Cape Bretou & Victoria N.S	16 00	35 00		
Petersburg	Waterloo, S.R. O	192 50	101 00	92 00	13 00
Peter's Mills	Kent N.B	29 00	35 00		
Petersen	Victoria N.B	37 87	46 00		
Peterson's Corners	Victoria & Haliburton O	11 00	35 00	3 00	
Peter's Road	Kings P.E.I	121 95	72 00		6 00
Petersville	Sunbury & Queens N.B	32 25	35 00		
Petersville Church	Sunbury & Queens N.B	49 20	35 00	5 00	
Peterville	Prince P.E.I	19 00	35 00		
Petherton	Wellington, N.R. O	62 00	40 00		
Petit Bonaventure	Bonaventure Q	68 20	35 00		
Petit Bois	Chambly & Verchères Q	30 25	35 00		
Petit Brûlé	Two Mountains Q	88 00	36 50		
Petit Cap	Gaspé Q	46 50	*d* 47 00		
b Petit Paquetville	Gloncester N.B	30 00	29 16		
Petit Capucins	Rimouski Q	17 55	*d* 57 50		3 00
Pétit Cascapedia, Nord	Bonaventure Q	24 00	35 00		
Petite Côte Ste Rose	Rimouski Q	11 00	35 00		
Petit de Grat Bridge	Richmond N.S	179 25	91 00		6 00
Petit Lac	Beauce Q	33 57	35 00		
Petite Chockpish	Kent N.B	10 00	35 00		
Petite Lamèque	Gloucester N.B	71 10	35 00		
Petite Magdeleine	Gaspé Q	53 88	*e* 50 00		
Petite Mascouche	Terrebonne Q	8 75	35 00		
Petits Méchin	Rimouski Q	62 10	45 00		
g Petit Nord	Moosejaw Sask	*g*9 00			
Petite Rivière	Two Mountains Q	30 00	35 00	3 00	
Petite Rivière au Renard	Gaspé Q	22 00	35 00		
Petite Rivière aux Sables	Chicoutimi & Saguenay Q	18 00	35 00		
Petit Saguenay	Chicoutimi & Saguenay Q	24 50	35 00		
Petite Vallée	Gaspé Q	25 75	35 00		
Petit Village	Beauce Q	23 74	35 00		
Petpeswick Harbour	Halifax N.S	36 20	35 00		
Petrel	Portage la Prairie M	139 50	74 00		6 00
Petrofka	Sask Sask	86 30	49 00	3 00	
Pettigrew Settlement	Cumberland N.S	20 50	35 00		
Petworth	Frontenac O	40 50	35 00		
Pevensey	Parry Sound O	27 50	35 00		
Peveril	Vaudreuil Q	60 00	35 00		
Pheasant Forks	Saltcoats Sask	25 75	35 00		
Philibert	Maskinongé Q	20 00	35 00		

a Late Paddy Hill. *b* Opened 1-6-10. *c* Including $10 night allowance. *d* Including $12 night allowance. *e* Including $15 allowance. *f* Quarantined 3-3-11. *g* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Phillips	Strathcona, Alta	50 15	35 00		
Phillipston	Hastings, E.R., O	41 50	35 00		
Phinney Cove	Annapolis, N.S	36 10	35 00		
a Piapot	Moosejaw, Sask	69 60	8 75		
Piastre Bay	Chicoutimi & Saguenay, Q	24 00	35 00		
b Pibroch	Edmonton, Alta	19 50	30 67		
Piccadilly	Kings & Albert, N.B	6 20	35 00		
Piché	Battleford, Sask	74 15	35 00	1 00	
Pickardville	Edmonton, Alta	72 65	35 00		
Pickerel Lake	Parry Sound, Ont	21 50	35 00		
Picnic	Saltcoats, Sask	31 00	35 00		
Pictou Island	Pictou, N.S	44 50	*d*45 00		
Pictou Road	Guysborough, N.S	9 83	*d*45 00		
Pidgeon	Megantic, Q	34 50	35 00		
Piedmont	Terrebonne, Q	80 00	54 00		6 00
Piedmont Valley	Pictou, N.S	62 96	35 00		
Piercemont	Carleton, N.B	23 50	35 00		
Pierreville Mills	Yamaska, Q	182 00	*e*102 00		6 00
Pigeon Bluff	Selkirk, M	38 00	35 00		
g Pigeon Hill	Gloucester, N.B	38 30	30 33		
Pigeon Hill	Missisquoi, Q	93 25	44 00		
Pigeon Lake	Macdonald, M	245 10	52 00		6 00
Pike Bay	Bruce, N.R., O	55 00	35 00		
Pike Creek	Essex, N.R., O	33 00	35 00		
Pike River	Missisquoi, Q	148 30	*f* 96 00		6 00
Pilette Corners	Essex, N.R., O	74 50	52 00		6 00
Pilger	Humboldt, Sask	12 25	35 00	3 00	
Pilot Butte	Regina, Sask	265 65	110 00		13 00
Pinawa	Selkirk, M	142 25	*i* 36 75		
Pincourt	Terrebonne, Q	26 00	35 00		
Pine	Algoma, E.R., O	200 68	95 00		6 00
Pine Creek	Victoria, Alta	143 20	57 00		6 00
Pine Dale	Ontario, N.R., O	26 55	35 00		
Pine Grove	York, C.R., O	86 00	59 00		6 00
Pine Hill	Argenteuil, Q	15 00	35 00	3 00	
Pinehurst	Kent, W.R., O	16 00	35 00		
c Pinelands	Muskoka, O	80 10	40 00		
Pine Orchard	York, N.R., O	28 25	35 00		
Pine Ridge	Kent, N.B	62 00	35 00	5 00	
Pine Ridge	Selkirk, M	25 75	35 00		
Pine River	Bruce, S.R., O	114 00	*d*69 00		6 00
Pine River Station	Dauphin, M	203 00	*h*100 30		6 00
Pinette	Queens, P.E.I	55 50	35 00		
Pine-Tree	Pictou, N.S	26 50	35 00		
Pinevale	Antigonishe, N.S	4 00	35 00		
Pine Valley	Renfrew, N.R., O	40 75	35 00		
Pine Valley	Provencher, M	150 72	115 00		13 00
Pine View	Dauphin, M	36 51	35 00		
Pineville	Northumberland, N.B	38 00	35 00		
a Pinkham	Moosejaw, Sask	12 00	8 75		
Pinkney's Point	Yarmouth, N.S	39 00	35 00		
Pinnacle	Richmond & Wolfe, Q	30 00	35 00		
Pintendre	Lévis, Q	77 50	38 50		
Pinto	Assa., Sask	80 00	55 00		6 00
q Pinto Creek	Moosejaw, Sask	64 03	23 33	1 00	
s Pinwherry	Battleford, Sask	9 61	23 33		

a Opened 1-1-11. *b* Opened 16-5-10. *c* Summer office. *g* Quarantined 15-1-11. *d* Including $10 night allowance. *e* Including $12 night allowance. *f* Including $16 night allowance. *h* Including $12.30 night allowance. *i* Including $1.75 arrears. *q* Opened 1-8-10. *s* Closed 1-12-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pioneer	Carleton N.B	22 11	35 00	....	....
Piper Glen	Inverness N.S	17 50	35 00	....	....
Piper's Cove	North Cape Breton and Victoria N.S	16 00	35 00	....	....
Piperville	Russell O	43 50	35 00	....	....
Piper Siding	New Westminster B.C	103 05	35 00	1 77	....
c Pirmez Creek	Calgary Alta	146 53	49 58	....	3 00
Pisquid	Queens P.E.I	21 10	35 00	....	....
Pitcher's Farm	Antigonishe N.S	21 00	35 00	....	....
i Pitt River	New Westminster B.C	41 00	4 37	....	....
Pitt's Ferry	Frontenac O	29 70	35 00	....	....
Pitt Meadows	New Westminster B.C	244 15	99 00	....	6 00
Piusville Station	Prince P-E.I	85 15	59 00	5 00	....
Plainfield	Hastings, E.R. O	135 75	60 00	....	6 00
Plainfield	Pictou N.S	52 00	*j*45 00	....	....
d Plain Lake	Victoria Alta	20 00	27 78	....	....
Plain View	Qu'Appelle Sask	56 41	36 00	....	....
Plainville	Northumberland W.R.O	116 15	59 00	....	6 00
Plaisance	Labelle Q	180 03	99 00	....	6 00
Plaister Mines	North Cape Breton and Victoria N.S	23 00	35 00	....	....
Plamondon's Mills	Richmond & Wolfe Q	100 41	58 00	....	6 00
Plantagenet Springs	Prescott O	161 72	*g*105 00	....	6 00
Plamondonville	Victoria Alta	37 67	35 00	....	....
Plateau	Inverness N.S	63 26	35 00	....	....
m Plateau	Mackenzie Sask	....	26 25	....	....
Playfair	Lanark, S.R. O	43 00	35 00	....	....
Pleasantdale	Humboldt Sask	46 80	35 00	....	....
Pleasant Bay	Inverness N.S	97 00	35 00	3 00	....
Pleasant	Peel O	61 00	*h*36 36	....	....
Pleasant Grove	Queens P.E.I	23 80	35 00	....	....
Pleasant Harbour	Halifax N.S	203 20	91 00	....	6 00
Pleasant Hills	Colchester N.S	24 00	35 00	....	....
Pleasant Home	Selkirk M	63 00	35 00	....	....
Pleasant Lake	Yarmouth N.S	83 50	*k*55 00	....	....
Pleasant Mount	Kings & Albert N.B	15 00	35 00	....	....
Pleasant Park	Essex, N.R. O	56 70	42 00	....	....
Pleasant Point	Halifax N.S	76 13	37 00	....	....
Pleasant Point	St. John N.B	69 75	*l*47 00	....	....
Pleasant Point	Victoria & Haliburton O	23 00	35 00	....	....
Pleasant Ridge	Charlotte N.B	16 10	35 00	....	....
Pleasant River	Shelburne & Queens N.S	174 06	93 00	3 00	6 00
Pleasant Vale	Kings & Albert N.B	66 00	35 00	....	....
e Pleasant Valley	Dundas O	61 50	26 25	....	....
Pleasant Valley	Pictou N.S	22 25	35 00	....	....
Pleasant Valley	Yarmouth N.S	66 00	35 00	....	....
Pleasant Valley	Prince Albert Sask	23 50	35 00	3 00	....
Pleasant Valley Corner	Yarmouth N.S	25 50	35 00	....	....
Pleasant View	Prince P.E.I	19 00	35 00	....	....
Pleasantville	York, N.R. O	22 00	35 00	....	....
Pleasantville	Lunenburg N.S	235 75	122 00	....	13 00
Pleasington	Strathcona Alta	146 13	57 00	....	6 00
Pleasington	Sunbury & Queens N.B	19 39	35 00	....	....
a Plenty	Battleford Sask	115 00	35 00	....	....
Plourd	Victoria N.B	53 00	35 00	....	....
Plum Hollow	Leeds O	222 60	126 00	....	13 00

c Opened 1-5-10. *d* Opened 15-6-10. *e* Re-opened 1-7-10. *i* Opened 15-2-11. *g* Including $9 night allowance. *h* Including $1.36 arrears. *j* Including $10 night allowance. *k* Including $15 night allowance. *l* Including $12 night allowance. *a* Late Boraston. *m* Closed 31-12-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Plumweseep	Kings & Albert.... N.B	28 71	35 00		
Plymouth	Yarmouth.. ....N.S	77 05	*g*53 00		
Plymouth	Carleton ....N.B	22 00	35 00		
a Plymonth Road	Pictou........ ....N.S	13 90	23 33		
Plympton	Selkirk. ....M	56 50	35 00	3 00	
Plympton Station	Digby...............N.S	27 00	35 00		
Pockshaw	Gloucester ....N.B	49 75	35 00		
Pockwock	Halifax....... .....N.S	18 26	*d*45 00		
Pohenagamooke	Kamouraska..........Q	124 80	117 00		13 00
Polnte Aconi	North Cape Breton and Victoria..........N.S	35 00	35 00		
Point Alexander	Renfrew, N.R.........O	74 25	89 00		6 00
Point à Naveau	Gaspé. ....Q	20 00	35 00		
Pointe au Car	Northumberland....N.B	27 00	35 00		
Pointe Barry	Vaudrenil............Q	38 98	35 00		
Pointe Cavagnal	Vaudreuil .... Q	22 00	35 00		
Point Clear	North Cape Breton and Victoria..........N.S	6 00	35 00		
Point Comfort	Labelle...............Q	70 13	35 00		
Point Cross	Inverness.... ......N.S	33 75	35 00		
Pointe de Roche	Queens...........P.E.I	12 00	35 00		
Point du Jour	St. Hyacinthe.. .... .Q	15 00	35 00		
Point Edward	South Cape Breton..N.S	36 75	35 00		
Pointe Escuminac	Northumberland ....N.B	39 75	*d*45 00		
Pointe Jaune	Gaspe.......... ......Q	19 75	35 00		
Point Kaye	Muskoka..............O	27 00	*d*45 00		
Pointe la Nim	Restigouche.... ... N.B	20 00	35 00		
Pointe Michaud	Richmond .. ..N.S	22 00	35 00		
e Point Pelee	Essex, S.R........... O	6 40	2 91		
Pointe of Cape	Antigonishe.. ...... .N.S	4 00	35 00		
Point Petre	Prince Edward.........O	17 50	35 00		
Point Platon	Lotbinière ....Q	43 00	*f*51 00		
Point Poplar	Kings .............P.E.I	34 65	34 94		
Point Prim	Queens ............P.E.I	35 10	35 00		
Point Sapin	Kent .... N.B	50 00	35 00		
Point Traverse	Prince Edward........ O	141 85	35 00		
Point Wolfe	Kings & Albert.....N.B	116 00	*h*77 00		6 00
Pointe à Calumet	Two Mountains.. . .Q	24 50	35 00		
Pointe à la Frégate	Gaspé.................Q	40 00	35 00		
Pointe à la Garde	Bonaventure ... .Q	75 45	36 00		
Pointe à la Savanne	Chicoutimi & Saguenay Q	15 00	35 00		
b Pointe au Baril	Parry Sound ....O	297 05	143 00		13 00
Pointe au Boisvert	Chicontimi & Saguenay Q	28 65	35 00		
Pointe au Bouleau	Chicoutimi & Saguenay Q	43 75	*g*47 00		
Pointe au Chêne	Argenteuil............Q	255 72	135 00	20 00	13 00
Pointe au Goémon	Gaspé.................Q	42 00	*g*47 00		
Pointe aux Anglais	Chicoutimi & Saguenay Q	34 75	*g*47 00		
Pointe aux Orignaux	Kamouraska . ...Q	42 00	35 00		
Pointe aux Outardes	Chicontimi & Saguenay Q	10 25	35 00		
Pointe aux Trembles Ouest	Portueuf ....Q	8 00	35 00		
Pointe Basse	Gaspé............... Q	55 00	35 00	3 00	
Pointe Bleue	Chicoutimi & Saguenay Q	57 25	44 00		
Pointe des Monts	Chicoutimi & Saguenay Q	14 25	*g* 47 00		
Pointe des Roches	Charlevoix.... ... ...Q	18 50	35 00		
Pointe du Chêne	Westmoreland......N.B	233 00	86 00		6 00
Pointe du Lac	Three Rivers & St. Manrice ....Q	204 47	105 00		13 00

a Closed 1-12-10. *b* Summer office as constituted been a regular office 1-2-11. *e* Opened 1-3-11.
d Including $10 night allowance. *f* Including $16 night allowance. *g* Including $12 night allowance.
h Including $15 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pointe Ste. Anne des Monts	Gaspé ... Q	51 19	[h] 67 00		
[a] Point Stewart	Renfrew, N.R. ... O	10 00	15 00		
Poirier	Kent ... N.B	12 00	35 00		
Poirierville	Richmond ... N.S	56 75	35 00		
Poitras	Victoria ... N.B	12 00	35 00		
Pokehasset	Strathcona ... Alta	17 00	35 00		
Poland	Lanark, N.R ... O	87 85	49 00		
Pollet's Cove	Inverness ... N.S	11 00	35 00		
Pollett River	Westmoreland ... N.B	205 80	86 00	28 00	6 00
[b] Polleckville	Medicine Hat ... Alta	34 75	17 50	1 00	
Polleyhurst	Sunbury & Queens ... N.B	50 75	35 00		
[d] Pollokshaws	Battleford ... Sask		8 75		
[c] Pollux	Red Deer ... Alta	30 20	33 65		
Polmont	Northumberland, E.R. ... O	29 85	35 00		
Polsen	Moosejaw ... Sask	62 60	35 00	[k] 3 50	
Polson's Brook	Antigonishe ... N.S	17 50	35 00		
Pomerleau	Megantic ... Q	25 87	[i] 36 65		
Pomeroy	Macdonald ... M	13 00	35 00		
Pomeroy Ridge	Charlotte ... N.B	36 65	35 00		
Pomona	Grey, S.R. ... O	28 00	35 00	5 00	
Pomquet	Antigonishe ... N.S	91 00	47 00	3 00	
Pomquet Station	Antigonishe ... N.S	83 26	47 00	12 00	
[e] Ponass Lake	Humboldt ... Sask	15 00	5 83		
Pond Mills	Middlesex, E.R ... O	42 00	35 00		
Ponds	Pictou ... N.S	34 30	35 00		
Pondville	Richmond ... N.S	24 30	35 00		
Ponsonby	Wellington, S.R ... O	60 25	35 00		
Pont Chateau	Soulanges ... Q	164 55	64 50	8 00	6 00
Pont de la Noreau	Portneuf ... Q	65 64	35 00		
Pontgravé	Montmorency ... Q	33 53	35 00		
Pont Mousseau	L'Assomption ... Q	35 00	35 00		
Pont St. Maurice	Chamolain ... Q	64 70	36 60		
Pont Viau	Laval ... Q	70 00	35 00		
Poodiac	Kings & Albert ... N.B	23 00	35 00		
Poole	Perth, N.R. ... O	163 70	84 00		6 00
Poole's Resort	Brockville ... O	116 00	58 00		6 00
Pope	Marquette ... M	153 50	61 00		6 00
Pope's Harbour	Halifax ... N.S	96 00	[j] 58 00	8 00	
Poplar	Algoma, E.R. ... O	67 65	37 50		
Poplar Creek	Kootenay ... B.C	145 28	98 00	10 00	9 50
Poplar Dale	Algoma, W.R ... O	26 25	35 00		
Poplar Grove	Prince ... P.E.I	39 40	35 00		
Poplar Grove	Qu'Appelle ... Sask	100 50	35 00		
Poplar Hill	Middlesex, N.R ... O	248 78	109 80		13 00
Poplar Park	Selkirk ... M	30 50	35 00		
Poquiock	York ... N.B	128 50	74 00	3 00	6 00
Portage	Muskoka ... O	130 01	59 00		6 00
Portage	Prince ... P.E.I	108 20	53 00	6 00	6 00
Portage de la Nation	Labelle ... Q	100 50	66 50		6 00
Portage du Lac	Victoria ... N.B	35 00	36 50		
Portage East Bay	South Cape Breton ... N.S	21 93	35 00		
Portage River	Northumberland ... N.B	20 30	35 00		
Portal	Bruce, S.R ... O	26 45	35 00		
Port Albert	Huron, W.R ... O	160 55	86 00		6 00
Port Alma	Kent, W.R ... O	62 25	39 00		
Port Anson	Parry Sound ... O	87 05	46 00		

[a] Summer office; opened 1-8-10. [b] Opened 1-10-10. [c] Opened 15-4-10. [d] Closed 30-6-10. [e] Opened 1-2-11. [h] Including $20 night allowance. [i] Including $1.65 arrears of salary. [j] Including $10 night allowance. [k] Including 50 cts. arrears forward allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
[b]Portage Vale	Kings & Albert N.B	22 00	35 00		
Portapique	Colchester N.S	118 25	74 00	3 00	6 00
Portapique Mountain	Colchester N.S	41 50	35 00		
Port au Persil	Charlevoix Q	112 06	[f]81 58		6 00
Port Ban	Inverness N.S	5 00	35 00		
Port Bickerton	Guysborough N.S	124 75	59 00	5 00	6 00
Port Bevis	North Cape Breton and Victoria N.S	35 00	35 00		
Port Bruce	Elgin, E.R. O	58 75	36 00		
Port Caledonia	South Cape Bretou N.S	37 75	35 00		
Port Carmen	Parry Sound O	34 35	35 00		
Port Clyde	Shelburne & Queens N.S	259 21	133 50	60 00	13 00
Port Cockburn	Parry Sound O	93 75	65 00		6 00
Port Daniel, West	Bonaventure Q	174 50	86 00		6 00
Port Dufferin	Halifax N.S	262 69	109 00		13 00
Portelance	Portneuf Q	41 25	35 00		
Porter's	St. John N.B	9 00	35 00		
Porter's Hill	Huron, W.R C	113 00	56 00		6 00
Porter's Lake	Halifax N.S	46 70	35 00		
Port Félix	Guysborough N.S	85 85	37 00		
Port Félix, East	Guysborough N.S	82 50	37 00		
Port Franks	Lambton, E.R O	65 00	35 00		
Port George	Annapolis N.S	180 00	130 00		13 00
Port Granby	Durham O	119 10	65 00		6 00
Port Guichon	New Westminster B.C	147 00	71 00		6 00
Port Hardy	Comox-Atlin B.C	64 40	35 00		
Port Hill	Prince P.E.I	175 00	[g]100 00		6 00
Port Hillford	Guysborough N.S	169 95	96 00		6 00
Port Hood Island	Inverness N.S	74 45	35 00		
Port Joli	Shelburne & Queens N.S	158 00	72 00	10 00	6 00
[c] Port Keewaydin	Muskoka O	130 00	65 00		6 00
Port Kells	New Westminster B.C	181 95	94 00		9 50
Port Kusam	Comox-Atlin B.C	116 75	92 00		6 00
Port Law	Grey, E.R O	90 99	37 00		
Port Lewis	Huntingdon Q	23 11	35 00		
Port Lock	Algoma, W.R O	102 39	64 00		6 00
Port Maitland	Haldimand O	209 00	[d]131 00		13 00
Port Malcolm	Richmond N.S	45 00	35 00		
[a] Port McNicol	Simcoe, E.R O	90 00	8 75		
Port Milford	Prince Edward O	46 00	35 00		
Port Mouton	Shelburne & Queens N.S	421 30	218 00	4 00	25 00
Port Nelson	Halton O	483 00	[e]235 00		25 00
Port Neville	Comox Atlin B.C	38 25	35 00		
Porton	Carleton N.B	17 00	35 00		
Port Philip	Cumberland N.S	123 00	60 00		6 00
Port Renfrew	Nanaimo B.C	142 50	55 00		6 00
Port Richmond	Richmond N.S	45 75	35 00		
Port Royal	Norfolk O	91 75	37 00		
Port Royal	Richmond N.S	46 00	35 00		
Port Saxon	Shelburne & Queens N.S	67 00	35 00		
Port Severn	Muskoka O	259 00	99 00		6 00
Port Shoreham	Guysborough N.S	67 00	35 00	3 00	
[c] Port Stanton	Simcoe, E.R O	238 85	119 00		13 00
Port Talbot	Elgin, W.R O	20 00	35 00		
Portuguese Cove	Halifax N.S	22 75	35 00		
Port Union	Ontario, S.R O	28 50	35 00		
Port Whitby	Ontario, S.R O	403 60	170 00		19 00

[a] Opened 1-1-11. [b] Late Sussex Portage. [c] Summer office. [d] Including $10 night allowance.
Including $20 night allowance. [f] Including $12 night allowance. [g] Including $25 night allowance.

[e]

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Port Wood	Queens P.E.I	21 00	35 00	...	...
Pottageville	York, N.R O	36 00	35 00	...	...
b Potton Springs	Brome Q	80 17	43 17	...	...
Potvin	Lotbinière Q	39 00	35 00	...	...
Poucher's Mills	Hastings, E.R O	121 50	70 00	14 00	6 00
Poulamon	Richmond N.S	146 96	71 00	...	6 00
Poupore	Labelle Q	61 75	35 00	...	...
Powell	Carleton O	20 75	35 00	...	...
Power Glen	Lincoln O	90 20	45 00	...	...
Powerscourt	Huntingdon Q	63 50	35 00	...	...
Power's Creek	Victoria N.B	32 00	35 00	3 00	...
Powle's Corners	Victoria & Haliburton O	96 20	65 00	...	6 00
Pownall	Queens P.E.I	134 80	77 00	4 00	6 00
Pragne	Strathcona Alta	19 95	35 00	...	...
Prairie Grove	Selkirk M	54 32	35 00	...	...
Prairie Grange	Red Deer Alta	111 85	35 00	...	...
Prairie Rose	Humboldt Sask	15 80	47 50	...	3 00
Prairie Siding	Kent, W.R Ont	139 50	57 00	...	6 00
Pratt Corners	Lanark, S.R O	10 00	35 00	...	...
Pratt Siding	Middlesex, W.R Ont	28 70	35 00	...	...
Précieux Sang	Nicolet Q	101 00	40 00	...	...
Precious Corners	Northumberland, W.R O	43 75	35 00	...	...
Pré-d'en haut	Westmoreland N.B	25 00	35 00	...	...
Preneveau	Peterborough, E.R O	94 70	37 50	15 00	...
Presqu'Isle	Grey, N.R Ont	44 50	35 00	2 25	...
e Presqu'Ile Point	Northumberland, E.R O	107 00	54 00	...	6 00
Prestfoss	Prince Albert Sask	8 00	35 00	...	...
Preston	Halifax N.S	18 00	35 00	...	...
Preston Road	Halifax N.S	39 70	35 00	...	...
d Preston Vale	Lanark, S.R O	52 00	35 00	...	...
d Pretoria	Dauphin M	6 00	23 33	...	...
Pretty Hill	Strathcona Alta	18 00	35 00	...	...
Pretty River Valley	Grey, E.R O	26 10	35 00	...	...
Prével	Gaspé Q	73 50	35 00	...	...
Priceburgh	Victoria N.B	10 00	70 00	...	...
Price's Corner	Simcoe, E.R O	71 25	38 00	...	...
Price Settlement	Northumberland N.B	12 00	35 00	...	...
c Prime	Victoria N.B	85 34	35 00	...	...
Primeanville	Chateauguay Q	162 30	91 00	3 00	6 00
Primrose	Dufferin O	146 61	62 00	14 00	6 00
Primrose	King's P E.I	27 50	35 00	...	...
a Prince	Battleford Sask	*g*12 00	...	...	...
Prince Albert	Ontario, S.R O	220 00	151 00	...	19 00
Prince Albert	Annapolis N.S	35 00	35 00	...	...
Prince Dale	Annapolis N S	30 00	35 00	...	...
Prince of Wales	St. John N.B	31 25	35 00	...	...
Princeport	Colchester N S	27 75	35 00	...	...
Prince's Lodge	Halifax N.S	24 00	35 00	...	...
Princetown	Prince P.E.I	348 75	164 00	...	19 00
Princeville	Inverness N.S	31 50	35 00	...	...
Prinee William	York N.B	131 00	65 00	...	6 00
Prince William Station	York N.B	98 00	46 00	45 00	...
Prinyer	Prince Edouard O	72 00	39 00	...	...
a Pritchard	Yale-Cariboo B.C	27 00	2 91	...	...
f Product	Humboldt Sask	18 00	20 41	...	...
Progress	Humboldt Sask	13 75	35 00	...	...

a Opened 1-3-11. *b* Late Bolton Springs summer office, opened for winter 17-12-10. *c* Late Lynch. *d* Closed 1-12-10. *e* Summer office. *f* Late Salt Plains, opened 1-9-10. *g* Revenue from 21-12-10, to 31st March 1911.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Prongua	Battleford Sask	17 00	35 00		
Prospect	Lanark, S.R O	233 04	111 00		13 00
Prospect Hill	Perth, S.R O	72 00	35 00		
[d] Prospect Valley	Strathcona Alta	49 78	27 78		
Prosperity	Huron, W.R O	15 00	35 00		
Prosperity	Qu'Appelle Sask	34 80	35 00		
Prosser Brook	Kings & Albert N.B	54 90	35 00		
Protectionville	Northumberland N.B	36 75	35 00		
Proulx	Prescott O	58 00	35 00		
Providence	Beauce Q	35 00	35 00		
Province Hill	Brome Q	27 50	35 00		
Pruden	Humboldt Sask	107 15	35 00	3 00	
Public Landing	Kings & Albert N.B	87 15	43 00		
Pubnico Beach	Shelburne & Queens N.S	29 00	35 00		
Puce	Essex, N.R O	108 65	67 00		6 00
Puckahn	Prince Albert Sask	30 00	35 00		
Puellering	Kent N.B	18 78	35 00		
Puffer	Red Deer Alta	74 20	46 00		
Pugwash River	Cumberland N.S	28 87	35 00		
Purbrook	Muskoka O	23 00	35 00		
Purdy	Hastings, W.R O	9 50	35 00	3 00	
Purlbrook	Antigonishe N.S	25 00	35 00		
Purple Grove	Bruce, S.R O	8 00	35 00		
Purple Hill	Durham O	32 25	35 00		
Purple Ridge	Dauphin M	15 00	35 00		
Purple Springs	Medicine Hat Alta	267 55	[c] 107 00		6 00
Purple Valley	Bruce, N.R O	92 22	41 80		
Purpleville	York, C.R O	64 00	35 00		
Putnam	Middlesex, E.R. O	153 08	73 00	44 00	6 00
QUACO ROAD	St John N.B	14 36	35 00		
Quadville	Renfrew, S.R Ont	78 75	35 00		
Quai Dolbeau	Chic. & Sag Q	14 00	35 00		
Quarrel	Strathcona Alta	71 00	35 00	3 00	
Quarries	Russell O	7 99	35 00		
Quarry St. Ann's	N. Cape Bre. & Vic. N.S	129 25	48 00		
Quathiaski Cove	Comox-Atlin B.C	180 85	59 00		6 00
Quatre Chemins	Dorchester Q	61 00	53 00		6 00
Quatsino	Comox-Atlin B.C	210 41	84 00		6 00
Quays	Durham O	40 00	35 00		
Queen Hill	Bruce, N. R. O	15 75	35 00		
Queen's Line	Renfrew, N.R. O	63 35	35 00		
[a] Queensborough	New Westminster B.C	9 60	4 71		
Queens Bay	Kootenay B.C	118 25	59 00		6 00
Queensport	Guysborough N.S	240 31	[b] 125 00		13 00
Queenstown	Medicine Hat Alta	100 97	49 00	3 00	
Queenstown	Sunbury & Queens N.B	158 45	67 00	6 00	6 00
Queen's Valley	Selkirk M	60 25	37 50	3 00	
Queensville	Inverness N.S	47 00	35 00	3 00	
Querry	Bonaventure Q	22 00	35 00		
Quesnel Forks	Yale-Cariboo B.C	136 00	99 50		9 50
Quilchena	Yale-Cariboo B.C	131 50	59 00	8 00	6 00
Quill Plain	Humboldt Sask	27 00	35 00		

[a] Closed 18-5-10. [b] Including $20 night allowance. [c] Including $15 night allowance. [d] Opened 15-6-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Quilty	Renfrew, S.R. O	28 75	35 00		
Quinan	Yarmouth N.S	70 00	36 00		
Quinn	Kent, W.R. O	83 95	51 00		6 00
Quinnville	Wright Q	26 72	35 00		
Quispamsis	Kings & Albert N.B	48 00	35 00		
a RABBIT LAKE	Battleford Sask	170 22	32 08		
Rabbit Point	Dauphin M	34 50	35 00		
Racine	Shefford Q	213 83	116 00		13 00
Racing Lake	Mackenzie Sask	27 00	35 00		
Radford	Pontiac Q	60 00	35 00	5 00	
Radford	Yukon	92 00	52 00		6 00
Radnor Forges	Champlain Q	65 94	92 00		6 00
Radstock	Joliette Q	111 00	48 00		
*i*Radville	Regina Sask	54 80	35 00	8 00	
Radway	Dauphin M	29 16	35 00		
*b*Radway Centre	Victoria Alta	65 49	27 78		
*b*Raft River	Yale-Cariboo B.C	21 18	27 78		
Ragged Rapids	Victoria & Haliburton. O	34 00	35 00		
Raglan	Ontario, S.R. O	204 94	94 00		6 00
Rainham	Haldimand O	116 85	62 00		6 00
Rainham Centre	Haldimand O	154 10	*h*102 00		6 00
Rainton	Assa Sask	40 70	35 00		
*c*Raith	Thunder Bay & R. Riv. O	85 00	20 41		
Raley	Medicine Hat Alta	64 90	35 00		
Ralph Station	Assa Sask	124 00	58 00		3 00
Rama Road	Ontario, N.R. O	91 60	44 00		
Ramona	Ontario, N.R. O	41 00	35 00		
Ramsayville	Russell O	107 15	53 50		3 00
Ranchvale	Marquette M	60 22	54 00		6 00
Randall	Simcoe, E.R. O	45 80	35 00		
*e*Randall Corner	Sunbury & Queens. N.B	21 70	24 82		
Randboro'	Compton Q	101 00	51 00		3 00
Randolph	St. John N.B	89 50	*j*67 00		6 00
Randolph	Simcoe, E.R. O	37 80	35 00		
Randwick	Dufferin O	67 20	35 00		
Ranelagh	Brant O	91 20	48 00		
Rang des Dusseau	St. John & Iberville. Q	21 50	35 00		
Rang Mathias	Chicoutimi & Saguenay Q	30 25	35 00		
Rang Portage	Maskinongé Q	10 00	35 00		
Rang St. Achille	Portneuf Q	51 00	35 00		
Rankin	Renfrew, N.R. O	100 06	50 00		
Rannoch	Perth, S.R. O	78 76	40 60		
Rapide de Femme	Victoria N.B	11 20	35 00		
Rapide Lallment	Laval Q	10 00	35 00		
*f*Rapide Dufort	Labelle Q	20 00	24 45		
Rapid River	Thunder Bay & R. Riv. O	17 50	35 00		
Ratcliffe	Regina Sask	70 75	35 00	3 00	
Rateau	Selkirk M	38 50	35 00		
Rathmullen	Moosejaw Sask	112 48	57 00	4 00	6 00
Ratter's Corner	Kings & Albert N.B	21 00	35 00		
Raven	Red Deer Alta	186 55	88 00	5 00	6 00
Ravenna	Grey, E.R. O	214 41	101 00		13 00
Ravenscliffe	Muskoka O	39 50	35 00		
Ravenshoe	York, N.R. O	134 75	78 00	3 00	6 00
Ravenswood	Lambton, E.R. O	230 50	104 00		13 00

a Opened 1-5-10. *b* Opened 15-6-10. *c* Opened 1-9-10. *e* Opened 15 7-10. *f* Opened 20-7-10.
i Late Wallindale. *h* Including $16 night allowance. *j* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ravensworth	Parry Sound ... O	170 65	82 50		6 00
Ravignan	Dorchester ... Q	23 56	35 00		
*g*Ravine Bank	Prince Albert ... Sask	18 00	8 75		
Rawcliffe	Argenteuil ... Q	51 80	35 00		
Rawdon	Hants ... N.S	125 16	75 00		6 00
Rawdonville	Medicine Hat ... Alta	186 75	79 00		6 00
Rawdon Gold Mines	Hants ... N.S	129 40	63 00		6 00
Ray	Edmonton ... Alta	85 25	35 00		
Raycroft	Lanark, N.R ... O	2 00	35 00		
Raymond	Muskoka ... O	102 75	51 00		6 00
Rayside	Oxford, N.R ... O	68 70	36 00		
Reaboro'	Victoria & Haliburton. O	176 40	90 00	7 00	6 00
Read	Westmoreland ... N.B	59 81	35 00		
Read	Hastings, E.R ... O	188 05	102 00		9 50
Reading	Dufferin ... O	32 00	35 00		
Read Island	Comox-Atlin ... B.C	68 90	35 00		
Rear Boisdale	North Cape Breton and Victoria ... N.S	10 00	35 00		
a Rear Christmas Island	North Cape Breton and Victoria ... N.S	17 75	29 16		
Rear Judique Chapel	Inverness ... N.S	8 86	35 00		
Rear of Baddeck Bay	North Cape Breton and Victoria ... N.S	29 00	35 00		
Rear of Ball's Creek	South Cape Breton .. N.S	10 09	35 00		
Rear of Beaver Cove	North Cape Breton and Victoria ... N.S	2 00	35 00		
Rear of Black River	Richmond ... N.S	6 00	35 00		
Rear of East Bay	South Cape Breton .. N.S	6 00	35 00		
Rear of Little Judique	Inverness ... N.S	18 00	35 00		
Reay	Muskoka ... O	56 55	35 00		
Rebecca	Middlesex, E.R ... O	59 50	35 00		
f Redan	Brockville ... Ont	14 00	5 83		
Red Bay	Bruce, N.R ... O	28 00	35 00		
Red Deer Hill	Prince Albert ... Sask	42 30	35 00		
Red Head	St. John ... N.B	3 00	35 00		
Red House	Kings ... P.E.I	24 20	35 00		
Redgrave	Huron, E.R ... O	59 75	35 00		
Red Jacket	Qu'Appelle ... Sask	140 30	62 00	1 50	6 00
Red Islands	Richmond ... N.S	24 25	35 00		
Red Lodge	Red Deer ... Alta	60 00	35 00		
b Redlow	Edmonton ... Alta	11 20	14 58		
Red Mill	Champlain ... Que	*h*10 00			
Redmondville	Northumberland ... N.B	14 00	35 00		
Red Mountain	Compton ... Q	31 00	35 00		
Red Pine	Gloucester ... N.B	56 55	35 00		
Red Point	Kings ... P.E.I	188 00	88 00		6 00
Red Rapids	Victoria ... N.B	164 70	48 00	10 00	
Red Rapids Bridge	Victoria ... N.B	175 70	126 00	18 00	13 00
Red Rock	Victoria & Haliburton.. O	55 00	35 00		
Redwater	Victoria ... Alta	37 49	35 00		
Red Willow	Red Deer ... Alta	209 85	144 00	40 00	13 00
Red Wing	Grey, E.R ... O	126 55	84 00		6 00
Red Wood	Muskoka ... O	159 95	68 00		6 00
Reed's Crossing	Stanstead ... Q	327 00	147 00		13 00
Reedsdale	Megantic ... Q	22 75	35 00		
Reed's Point	Kings & Albert ... N.B	55 75	35 00		
Reedsville	Compton ... Q	48 18	*c*50 00		

a Opened 1-6-10. *b* Opened 1-11-10. *e* Including $15 night allowance. *f* Opened 1-2-11.
g Opened 1-1-11. *h* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rees	Sunbury & Queens N.B	32 25	35 00		
Reeve Craig	Carleton O	39 75	39 00		
Reford	Battleford Sask	156 50	69 00		6 00
Refuge Bay	Comox-Atlin B.C	18 75	35 00		
*p*Reid Corners	Bruce, S. R O	50 40	30 67		
Reid's Mills	Dundas O	107 00	72 00		6 00
Reidway	Pictou N.S	15 00	35 00		
Reihn	Mackenzie Sask	8 00	35 00		
Reinland	Lisgar M	86 45	45 00		
Reiswig	Yale-Cariboo B.C	4 41	35 00		
Relessey	Dufferin O	26 25	35 00		
Renata	Kootenay B.C	151 53	*e*109 00		6 00
y Rembrandt	Selkirk Man	67 68	32 08		
Renaud	Two Mountains Q	3 00	35 00		
Renaud's Mills	Kent N.B	15 50	35 00		
Renforth	Wentworth O	13 30	35 00		
Renfrew	Hants N.S	65 15	35 00		
Rennie	Selkirk M	115 55	150 00		12 50
Renton	Norfolk O	198 15	77 00		6 00
Renversy	Maskinongé Q	46 25	35 00		
Repentigny	L'Assomption Q	58 50	42 00		
Restoule	Parry Sound O	158 75	85 00		6 00
Retreat Cove	Nanaimo B.C	49 37	35 00		
Reynaud	Humboldt Sask	13 00	35 00		
Rexboro	Edmonton Alta	111 15	59 00		6 00
Reynards Bridge	Yarmouth N.S	26 00	35 00		
Rex	Battleford Sask	28 35	35 00		
d Reykjavik	Dauphin Man	5 00	5 83		
Reynolds	Halifax N.S	53 86	35 00		
Reynolds	Northumberland N.B	36 25	35 00		
Reynoldscroft	Shelburne & Queens N.S	51 00	35 00		
Reynoldston	Frontenac O	34 50	35 00		
Rhineland	Norfolk O	46 50	35 00		
Rhodena	Inverness N.S	26 00	35 00		
Rhodes	Kent, W.R O	*i*6 40			
Rhode's Corner	Lunenburg N.S	38 00	35 00		
Ribstone	Strathcona Alta	251 93	120 50	2 75	13 00
Riceburg	Missisquoi Q	42 50	35 00		
Richard	Battleford Sask	25 35	46 00	3 00	
Riceville	Carleton N.B	54 00	35 00	3 00	
Richardson	Charlotte N.B	96 70	54 00		6 00
Richardson	Lanark, S.R O	52 30	35 00		
Richardson Mines	Guysboro N.S	70 00	55 00		6 00
a Richardson Station	Regina Sask	110 84	29 16		
f Richardville (late St. Paul)	Kent N.B	9 00	29 45		
b Richdale	Medicine Hat Alta	73 50	21 97		
Richer	Provencher M	75 00	37 00		
Richfarms	Humboldt Sask	5 10	35 00		
Richfield	Digby N.S	18 20	35 00		
Richibucto Village	Kent N.B	96 70	59 00	3 00	6 00
Richland	Selkirk M	45 00	35 00		
Richmond	Prince P.E.I	168 40	*g*89 00	24 00	6 00
Rich Valley	Edmonton Alta	96 25	35 00	*h*3 25	
Richview	York, E.R O	43 75	35 00		
Rideau Lake	Leeds O	48 70	35 00		

a Opened 1-6-10. *b* Opened 15-8-10. *d* Opened 1-2-11. *f* Temporarily closed; re-opened 15-3-11. *g* Including $10 night allowance for winter 1909-10. *h* Including 25 cts. arrears forward allowance. *i* Credit supply for a new office not yet opened. *e* Including $12 night allowance. *p* Opened 16-5-10. *y* Late Broadlight; opened 1-5-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rideau View	Russell .... O	35 00	35 00	....	....
Ridgely	Selkirk .... M	26 50	35 00	....	....
Ridgemount	Welland .... O	89 20	50 00	....	....
Ridgedale	Prince Albert .... Sask	35 75	35 00	....	....
Ridge Road	Sunbury & Queens .... N.B	14 05	35 00	....	....
Ridgeway	Macdonald .... M	10 00	35 00	....	....
Riding Mountain	Dauphin .... M	237 10	99 50	4 00	9 50
c Ridpath	Moosejaw .... Sask	164 30	35 00	....	....
Ridley	Kent, W.R .... O	29 75	35 00	....	....
Riel	Provencher .... M	69 75	45 00	....	....
Rife	Victoria .... Alta	45 76	35 00	1 50	....
Riga	Qu'Appelle .... Sask	44 60	35 00	....	....
c Rigaud Sur le Lac	Vaudreuil .... Q	....	....	....	....
Rimington	Hastings, E.R .... O	47 00	35 00	....	....
Ringwall	Strathcona .... Alta	26 00	35 00	....	....
Ringwood	York, N.R .... O	243 42	140 00	....	13 00
Riordan	Gloucester .... N.B	59 25	35 00	....	....
Ripples	Sunbury & Queen .... N.B	69 05	35 00	....	....
Ritchance	Prescott .... O	62 52	40 00	....	....
Rising Sun	Strathcona .... Alta	22 00	35 00	....	....
Ritchot	Provencher .... M	9 00	35 00	....	....
Rivard Corners	Compton .... Q	12 00	35 00	....	....
Riverbank	Wellington, N.R .... O	68 01	35 00	....	....
Riverbend	Welland .... O	32 50	35 00	....	....
Riverbow	Medicine Hat .... Alta	41 95	35 00	....	....
River Course	Strathcona .... Alta	39 90	35 00	3 00	....
Riverdale	Digby .... N.S	64 75	35 00	....	....
Riverdale	Queens .... P.E.I	13 00	35 00	....	....
River Dennis	Inverness .... N.S	16 40	35 00	....	....
River Dennis Centre	Inverness .... N.S	46 45	35 00	3 00	....
River Dennis Road	Inverness .... N.S	28 00	35 00	....	....
River Dennis Station	Inverness .... N.S	170 67	90 00	54 00	6 00
River Gilbert	Beauce .... Q	43 50	35 00	4 00	....
River Gilbert Gold Mines	Beauce .... Q	49 96	35 00	....	....
River Glade	Westmoreland .... N.B	170 45	67 00	5 00	6 00
Riverhead	Shelburne & Queens N..S	9 00	35 00	....	....
River Hebert	Cumberland .... N.S	90 10	72 50	....	6 00
River Hebert Bend	Cumberland .... N.S	120 00	63 00	....	6 00
River John Road	Colchester .... N.S	29 25	35 00	....	....
River Joseph	Wright .... Q	117 10	50 00	....	....
River Philip	Cumberland .... N.S	364 90	131 00	76 00	13 00
River Phillip Centre	Cumberland .... N.S	50 50	35 00	....	....
River St. Francis	Drum'nd & ArthabaskaQ	23 25	35 00	....	....
Riversdale	Colchester .... N.S	152 30	53 00	10 00	6 00
Riverside	Inverness .... N.S	3 00	35 00	....	....
b Riverside	Moosejaw .... Sask	14 23	42 50	....	3 00
Riverside Corner	Hants .... N.S	65 37	36 00	....	....
Rivers Inlet	Comox-Atlin .... B.C	182 10	101 00	....	13 00
Riverstown	Wellington, N.R .... O	28 01	35 00	....	....
Riverton	Kings .... P.E.I	21 00	35 00	....	....
River Valley	Nipissing .... O	51 00	35 00	....	....
Riverview	Dufferin .... O	216 15	113 00	....	13 00
Riverview	Cumberland .... N.S	22 00	35 00	....	....
Riverview	Kings & Albert .... N.B	11 00	35 00	3 00	....
Rivière à Claude	Gaspé .... Q	60 95	*d*47 00	....	....
Rivière à la Martre	Gaspé .... Q	62 87	35 00	5 00	6 00
Rivière à l'Ours	Chicoutimi & SaguenayQ	105 00	58 00	5 00	6 00
Rivière au Doré	Chicoutimi & Saguenay.Q	119 00	60 00	....	6 00

b Closed 1-1-11. *c* Late Marion. *d* Including $12 night allowance. *c* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rivière au Rat	Champlain Q	68 75	40 50		
Rivière aux Chiens	Montmorency Q	73 75	35 00		
c Rivière aux Ecorces	Maskinonge Que	5 00	2 91		
Rivière aux Graines	Chicoutimi & Saguenay Q	27 50	*e*45 00		
Rivière aux Pins	Quebec Q	35 00	35 00		
Rivière Blanche, Portneuf	Portneuf Q	40 10	35 00		
Rivière Baulé	Terrebonne Q	47 40	*e*45 00		
a Rivière Blene	Temiscouata Q	116 25	32 08		
Rivière des Caches	Northumberland N.B	74 25	39 00		
Rivière des Fèves	Chateauguay Q	42 75	35 00		
Rivière des Hurons	Rouville Q	10 00	35 00	6 00	
Rivière des Prairies Ouest	Laval O	10 50	35 00		
Rivière des Plantes	Beauce Q	23 00	35 00		
Rivière des Prairies	Laval Q	73 75	42 00		
Rivière des Roches	Montmorency Q	45 50	35 00		
f Rivière du Loup, wharf	Témiscouata Q	175 00	88 00		6 00
Rivière du Moulin	Chicoutimi & Saguenay Q	161 50	*g* 117 00	22 00	6 00
Rivière Famine	Beauce Q	22 75	35 00		
Rivière Gagnon	Terrebonne Q	14 20	35 00		
Rivière Gentilly	Nicolet Q	111 00	*h*70 00		3 00
Rivière Jaune	Québec Q	56 95	35 00		
Rivière la Fleur	Montmorency Q	44 25	35 00		
Rivière la Madeleine	Gaspé Q	41 99	35 00		
Rivière Mailloux	Charlevoix Q	220 00	*d* 122 00		9 50
Rivière Mattawin	Champlain Q	18 00	35 00		
Rivière Mékinac	Champlain Q	90 50	41 00	15 00	
Rivière Noire	Drummond & Artha'ka Q	171 98	16 00		1 50
Rivière Ouelle Junction	Kamouraska Q	139 85	76 00		6 00
b Rivière Ouelle, wharf	Kamouraska Q	86 89	42 32		
c Rivière Raquette	*c* Dorchester Q	30 00	2 91		
Rivière St. Jean	Chicoutimi & Saguenay Q	66 95	*d*47 00		
Rivière Ste. Marguerite	Chicoutimi & Saguenay Q	48 00	*e*45 00	14 00	
Rivington	Argenteuil Q	120 20	65 00		6 00
Rivulet	Inverness N.S	24 00	35 00		
Roach Vale	Guysborough N.S	27 45	35 00	3 00	
Robb	Grey, S.R O	38 75	35 00		
n Robert	Saltcoats Sask	3 30	19 60		
Roberta	Richmond N.S	27 45	*e*45 00		
Robert's Creek	Comox-Atlin B.C	105 85	46 00		
Roberts Island	Yarmouth N.S	15 00	35 00		
Robertson	Kings & Albert N.B	41 25	35 00		
Robertson's Point	Sunbury & Queens N.B	15 30	35 00		
Robertville	Gloucester N.B	106 02	49 00	6 00	
Roberval Ouest	Chicoutimi & Saguenay Q	38 75	35 00		
Robichaud	Westmoreland N.B	93 40	39 00	20 00	
Robins	Richmond N.S	7 00	35 00		
Robinson's Corners	Lunenburg N.S	89 50	50 00		
Robinson Station	Yukon Territory	26 75	35 00		
Robinsonville	Restigouche N.B	90 75	37 00		
Robitaille	Bonaventure Q	222 00	100 00		6 00
Roblin	Lennox & Addington O	227 88	119 00	8 00	13 00
Rob Roy	Grey, E.R O	50 05	37 50		
Robson	Drummond & Artha'ka Q	20 01	35 00		
Rochefort	Renfrew, S.R O	44 00	35 00	3 00	
Rochelle	Shefford Q	96 50	53 00		6 00
Rocher de la Chapelle	Montmagny Q	18 00	35 00		

a Opened 1-5-10. *c* Opened 1-3-11. *e* Including $10 night allowance. *f* Summer office. *g* Including $24 night allowance. *h* Including $20 night allowance. *b* Closed 27-9-10; re-opened 15-10-10. *n* Closed 22-10-10. *d* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rocher Noir	Montmagny ... Q	47 97	35 00	....	....
Rochon	Wright ... Q	124 18	39 00	....	....
Rock Barra	Kings ... P.E.I	24 25	35 00	....	....
Rockcroft	Peterborough, W.R. ... O	44 09	35 00	....	....
Rockdale	Richmond ... N.S	117 00	[a]70 00	....	6 00
Rockdale	Peterborough, E.R. ... O	43 75	35 00	....	....
Rockdale Tower	Prescott ... O	28 50	35 00	....	....
Rockfield	Brockville ... O	43 00	35 00	....	....
Rockford	Norfolk ... O	98 54	66 00	....	6 00
Rock Dell	Mackenzie ... Sask	42 01	35 00	....	....
Rock Forest	Sherbrooke ... Q	122 33	52 00	7 00	6 00
Rockingham Station	Halifax ... N.S	266 26	90 00	....	6 00
Rockland	Shelburne & Queens. N.S	45 20	35 00	....	....
Rocklin	Pictou ... N.S	25 00	35 00	....	....
Rockly	Cumberland ... N.S	26 25	35 00	....	....
Rock Mills	Grey E.R. ... O	118 35	52 00	....	6 00
Rockport	Westmoreland ... N.B	73 25	38 00	....	....
Rockside	Peel ... O	40 25	35 00	....	....
Rock Springs	Brockville ... O	160 30	69 00	....	6 00
Rockville	Kings & Albert ... N.B	25 00	35 00	....	....
Rockville	Yarmouth ... N.S	77 00	36 50	....	....
Rockville	Algoma, E.R. ... O	39 00	35 00	....	....
Rockway Valley	Labelle ... Q	91 25	38 00	....	....
Rockwell Settlement	Cumberland ... N.S	77 82	[d]93 00	5 00	6 00
Rocky Bay	Richmond ... N.S	10 00	35 00	....	....
Rocky Brook	Victoria ... N.B	18 75	35 00	....	....
Rocky Coulee	Macleod ... Alta	24 50	26 25	4 50	....
Rocky Mountain	Pictou ... N.S	21 00	[e]45 00	....	....
Rocky Point	Queens ... P.E.I	17 75	35 00	....	....
Rocky Point	Nanaimo ... B.C	175 15	75 00	....	6 00
Rocky Rapids	Edmonton ... Alta	41 35	35 00	....	....
Rocky Ridge	Inverness ... N.S	13 00	35 00	....	....
Rocky Saugeen	Grey, S.R. ... O	33 39	35 00	....	....
Rocky View	Calgary ... Alta	93 60	48 00	....	....
Rocque Brune	Vandreuil ... Q	20 00	35 00	....	....
Roden	Brandon ... M	49 00	35 00	....	....
[b]Rodgers	Moosejaw ... Sask	[f]9 00	....	....	....
Rodney	Cumberland ... N.S	18 09	35 00	....	....
Roebuck	Grenville ... O	146 97	79 00	....	6 00
Roecliff	Battleford ... Sask	12 00	35 00	....	....
Roger's-Hill-Centre	Pictou ... N.S	59 25	35 00	....	....
Rohallion	Victoria & Haliburton. O	28 00	35 00	....	....
Rokeby	Lambton, E.R. ... O	20 00	35 00	....	....
Rolling Dam	Charlotte ... N.B	166 25	89 00	....	6 00
Rolling Dam Station	Charlotte ... N.B	145 50	72 50	30 00	6 00
Rolling River	Marquette ... M	13 00	35 00	....	....
Rollo Bay, centre	Kings ... P.E.I	40 00	35 00	....	....
Rollo Bay, East	Kings ... P.E.I	44 25	35 00	....	....
Rollo Bay, West	Kings ... P.E.I	36 70	35 00	....	....
Rollway	Prescott ... O	39 41	35 00	....	....
Roman Valley	Guysborough ... N.S	16 55	35 00	....	....
Romford	Regina ... Sask	83 20	35 00	....	....
Romily	Simcoe, S.R. ... O	9 00	35 00	....	....
Romney	Kent, W.R. ... O	49 25	42 00	....	....
Rondeau	Kent, W.R. ... O	104 00	58 00	....	6 00
Roome	Middlesex, W.R. ... O	44 00	35 00	....	....
Roosville	Kootenay ... B.C	76 00	54 00	....	3 00

[a] Including $12 night allowance. [b] Closed 1-1-11. [d] Including $12 night allowance. [e] Including $10 night allowance. [f] Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rosa	Provencher M	25 00	35 00		
Rosaireville	Northumberland N.B	31 00	35 00		
Rosanna	Oxford, S.R. O	38 00	35 00		
Rose	Cumberland N.S	35 35	35 00		
Rosebank	Prince P.E.I	35 00	35 00		
Rosebank	Gloucester N.B	41 00	35 00		
c Rosebeg	Medicine Hat Alta	10 00	4 37		
Roseberry	Queens P.E.I	22 50	35 00		
a Roseberry	Kootenay B.C	70 50	17 50		
Rose Bridge	Gaspé Q	35 00	35 00		
Rosebud Creek	Medicine Hat Alta	94 40	76 00		6 00
Roseburn	Inverness N.S	14 00	35 00		
Rose Corner	Prescott O	69 44	44 00		
Rosedale	Inverness N.S	12 00	35 00		
Rosedale	Victoria & Haliburton O	144 00	78 00		6 00
Rosedale	Carleton N.B	8 00	35 00		
Rosedene	Lincoln O	35 25	35 00		
Rosehall	Prince Edward O	178 50	67 00		6 00
Rosehaven	Dundas O	26 00	35 00		
Rosehill	Portage la Prairie M	8 75	35 00		
Rose Hill	Prince P.E.I	5 00	35 00		
Rose Island	Hastings, W.R O	24 75	35 00		
Roseland	Brandon M	20 00	35 00		
Rose Lynn	Medicine Hat Alta	165 47	35 00	12 00	
Rosemae	Sask Sask	46 25	35 00		
Rosemead	Medicine Hat Alta	118 20	37 00		
Rosemere	Terrebonne Q	91 00	57 00	3 00	6 00
Rosemount	Saltcoats Sask	48 00	35 00		
Rosenburg	Missisquoi Q	80 75	35 00		
Rosenheim	Red Deer Alta	30 20	35 00		
Rosenort	Provencher M	114 65	70 00		6 00
Rosenthal	Renfrew, S.R. O	37 65	35 00		
Rose Plain	Assiniboia Sask	15 81	35 00		
e Rose Point	Parry Sound O	20 00	15 00		
Rosetta	Lanark, N.R O	30 00	35 00	3 00	
Rose Vale	Kings & Albert N.B	41 10	35 00		
Rose Valley	Queens P.E.I	33 90	35 00		
Roseview	Assa Sask	69 50	50 00	2 75	
Roseville	Waterloo, S.R. O	132 00	74 00		6 00
Roseville	Prince P.E.I	35 00	35 00		
Roseway	Shelburne & Queens N.S	141 00	55 00		6 00
Rosewell	Battleford Sask	5 00	*h* 36 65		
Rosewood	Provencher M	110 25	52 50	10 00	3 00
Roskeen	Dauphin M	3 00	35 00		
Roslin	Cumberland N.S	19 51	35 00		
Ross	Renfrew, N.R O	13 00	35 00		
Ross Corner	Prince P.E.I	22 40	*g* 45 00		
Ross Creek	Victoria Alta	16 00	35 00		
Rossduff	Moosejaw Sask	74 05	35 00		
Rosseau Falls	Muskoka O	32 00	35 00		
Rossendale	Cumberland N.S	17 00	35 00		
Rossetti	Assa Sask	18 25	35 00		
Ross Ferry	North Cape Breton & Victoria N.S	65 25	35 00	*f* 12 00	
Rossfield	Pictou N.S	9 75	35 00		
k Rossington	Edmonton Alta	35 66	29 16		

a Re-opened 1-10-10. *c* Opened 14-2-11. *e* Summer office. *f* Including $2 special forward allowance. *g* Including $10 night allowance. *h* Including $1.65 arrears salary allowance. *k* Opened 1-6-10

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
d Ross Mills	Lévis Q	5 82	4 80		
Rossmore	Prince Edward O	292 90	121 00		13 00
Ross Mount	Northumberland, W.R. O	118 90	68 00		6 00
Rossville	York N.B	17 50	35 00		
Rossway	Digby N.S	104 15	50 00		6 00
Rostock	Perth, N.R O	210 57	108 00		13 00
b Rosyth	Strathcona Alta	19 00	8 75		
Rothbury	Saltcoats Sask	20 00	35 00		
c Rouen	Moosejaw Sask	34 00	32 08		
Rouge Hill	Ontario, S.R O	23 25	35 00		
Rouge Valley	Argenteuil Q	32 70	35 00		
Rough Waters	Gloucester N.B	29 00	35 00		
Round Bay	Shelburne & Queens N.S	100 00	35 00		
Round Hill	Kings & Albert N.B	171 55	89 00	32 00	6 00
Round Island	South Cape Breton N.S	13 00	35 00		
Round Lake	Peterborough, E.R O	25 06	35 00		
Round Plains	Norfolk O	58 00	36 50		
Round Up	Macleod Alta	29 50	35 00		
Roundwood	Algoma, W.R O	16 85	35 00		
Rousillon	Argenteuil Q	31 67	35 00		
Rousseau's Mills	Portneuf Q	51 45	35 00		
Routhier	Prescott O	89 00	39 50	12 00	
Routledge	Brandon M	167 05	89 00		6 00
Rowan Mills	Norfolk O	67 44	44 00		
Rowanton	Pontiac Q	142 50	75 00	18 00	6 00
Rowena	Dundas O	142 61	58 00		6 00
Rowena	Victoria N.B	58 46	35 00		
Rowington	Mackenzie Sask	18 75	35 00		
Rowland	Hastings, E.R O	45 50	*g*45 00		
Rowley's	St. John N.B	4 00	35 00		
Rows Corner	Brockville O	79 00	35 00		
Roxburgh	Kings & Albert N.B	17 00	35 00		
Roxbury	Annapolis N.S	8 00	35 00		
Roxbury	Prince P.E.I	42 50	35 00		
Roxham	St. Johns & Iberville Q	24 60	35 00		
Roxton East	Shefford Q	102 00	58 00		6 00
Roxville	Digby N.S	15 00	35 00		
Roy	Comox-Atlin B.C	37 00	35 00		
Roy	Kent N.B	16 00	35 00		
Roydale	Edmonton Alta	78 10	35 00		
Royden	Moosejaw Sask	31 75	35 00		
Royal	Provencher M	12 00	35 00		
Royal Centre	Pictou N.S	13 00	35 00		
a Royal Honey Harbour	Muskoka Ont	105 00	53 00		6 00
Royal Oak	Bruce, S.R O	18 00	35 00		
Royal Oak	Nanaimo B.C	138 50	70 00		6 00
Royal Road	York N.B	14 00	35 00		
Royal Road, West	York N.B	8 00	35 00		
Royalton	Carleton N.B	56 00	35 00		
f Royholm	Regina Sask	32 85	98 15		11 10
Royston	Parry Sound O	48 35	*g*45 00	10 00	
Royton	Red Deer Alta	43 50	35 00		
Royville	Bagot Q	4 00	35 00		
Rozille	Prince Albert Sask	34 00	35 00		
Ruby	Renfrew, N.R O	175 75	35 00		
Ruby Creek	New Westminster B.C	179 68	69 00	8 00	6 00
h Ruby Mine	Renfrew, S.R. Ont	10 00			

a Summer office, opened 12-7-10. *b* Opened 1-1-11. *c* Opened 1-5-10. *f* Closed 1-11-10.
g Including $10 night allowance. *h* Credit supply for a new office not yet opened. *d* Closed 20-5-10

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rugby	Simcoe, E.R. O	222 65	133 00		13 00
Ruisseau Castor.	Gaspé Q	13 50	35 00		
Ruisseau à l'Eau Chaude	Dorchester Q	46 25	35 00		
Ruisseau à Sem.	Rimouski Q	51 00	35 00		
b Ruisseau des Anges	L'Assomption Que	10 00	11 67		
Ruisseau Desnoyers	Laprairie & Nap. Q	15 00	35 00		
Ruisseau des Olives	Gaspé Q	27 89	35 00		
Ruisseau LeBlanc	Bonaventure Q	166 49	87 00	3 00	6 00
Ruisseau Plat	Maskinongé Q	7 00	35 00		
Ruisseau Saint George	Montcalm Q	35 00	37 91	10 00	
c Rumpellville	Megantic Que	59 83	20 41		
Rumworth	Calgary Alta	37 39	35 00		
Runnydale	Mackenzie Sask	51 47	35 00		
Runnymede	Bonaventure Q	37 00	35 00		
Rusagornis	Sunbury & Queens N.B	65 52	52 00	4 00	6 00
Rusagornis Station	Sunbury & Queens N.B	90 25	63 00		6 00
Rush Point.	Peterborough, E.R. O	8 00	35 00		
Rushton	Regina Sask	34 00	35 00		
Ruskin	Kings P.E.I	13 25	35 00		
Ruskview	Dufferin O	47 40	36 00	14 00	
Russeldale	Perth, S.R. O	179 13	75 00		6 00
Russeltown	Chateauguay Q	118 45	60 00		6 00
Russellville	Northumberland N.B	42 00	35 00		
d Rustico	Queens P.E.I	95 00	51 00		6 00
Rusticoville	Queens P.E.I	111 25	59 00		6 00
Ruth	Souris M	33 75	35 00		
Rutherford	Portage la Prairie M	8 00	35 00		
Rutland	Yale-Cariboo B.C	217 80	88 00		6 00
p Rutland Station	Battleford Sask	35 83	14 58		
Rutledge	Pontiac Q	39 11	35 00	3 00	
Rutter	Nipissing O	87 94	35 00		
Ryan	Kootenay B.C	115 60	117 00		13 00
Ryanton	Dauphin M	*h* 7 00			
Ryanville	Wright Q	12 98	35 00		
Ryckman's Corners	Wentworth O	122 80	59 00		6 00
Rydal Bank	Algoma, W.R. O	286 22	140 00	25 00	13 00
Rye	Parry Sound O	30 75	35 00		
a Ryerson	Moosejaw Sask	42 93	23 33		
Rylstone	Northumberland, E.R. O	41 75	35 00		
ST. ABDON	Dorchester Q	22 15	35 00		
St. Adalbert	L'Islet Q	13 00	35 00		
St. Adélard	Dauphin M	60 06	35 00	8 00	
St. Adolphe	Provencher M	94 90	26 25		
St. Adolphe de Howard	Argenteuil Q	145 90	87 00		6 00
St. Adrien	Richmond & Wolfe Q	160 30	73 60		6 00
St. Agapit, Station	Lotbinière Q	293 65	*s* 146 00	24 00	13 00
St. Agatha	Waterloo, S.R. O	166 15	86 00		6 00
St Agathe, East	Lotbinière Q	95 25	61 00		6 00
Ste. Agnès de Charlevoix	Charlevoix Q	70 40	35 00		
Ste. Agnès de Dundee	Huntingdon Q	78 00	*p* 60 00		
St. Agricole	Montcalm Q	15 00	*s* 45 00		
St. Albert	Russell O	184 28	96 00		6 00
Ste. Albert	Drumm'd & Arthab'ka Q	151 00	61 00	5 00	6 00
St. Alcidé de Ham	Richmond & Wolfe Q	26 25	35 00		

a Opened 1-8-10. 0.*b* Opened 1-12-1 *c* Opened 1-9-10. *d* Opened 1-11-10. *e* Late Russell Settlement. *p* Including $15 night allowance. *s* Including $10 night allowance. *h* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Alexandre Station	St. Johns & Iberville Q	50 00	*c* 47 00	3 00	
St. Alexis	Bonaventure Q	19 00	35 00		
St. Alexis de Montcalm	Montcalm Q	235 35	118 00		13 00
q St. Alexis Nord	Montcalm Q	39 00	32 08		
St. Alexis Station	Bonaventure Q	114 25	39 00		
St. Almo	Victoria N.B	58 05	35 00		
St. Alphonse	Joliette Q	156 23	82 00		6 00
St. Alphonse de Caplan	Bonaventure Q	141 25	67 50		6 00
St. Alphonse de Granby	Shefford Q	272 00	40 00		
St. Amand	Victoria N.B	22 00	35 00		
St. Ambroise	Macdonald M	68 00	40 00		
Ste. Amélie	Dauphin M	265 25	91 50		6 00
Ste. Amédée	Labelle Q	119 00	35 00		
St. Amour	Prescott O	209 00	75 00		6 00
St. André de Restigouche	Bonaventure Q	116 00	56 00		6 00
St. André de Shédiac	Westmoreland N.B	29 00	35 00		
St. André, Station	Kamouraska Q	110 50	52 00		6 00
St. Andrews	Selkirk M	92 20	43 00		
St. Andrews	Kings P.E.I	13 50	35 00		
St. Andrews Channel	South Cape Breton N.S	18 00	35 00		
St. Anicet	Huntingdon Q	264 23	*f* 149 00		13 00
Ste. Anne de la Pocatière, Station	Kamouraska Q	141 00	82 00		6 00
Ste. Anne de Kent	Kent N.B	129 50	55 00	6 00	6 00
Ste. Anne de Sorel	Richelieu Q	64 00	37 00		
Ste. Annes	North Cape Breton & Victoria N.S	100 75	66 50	12 00	3 00
Ste. Annes	Queens P.E.I	42 85	35 00		
St. Anselme	Westmoreland N.B	40 00	35 00		
St. Antoine	Assa. Sask	55 00	35 00		
St. Anthony	Prince P.E.I	27 75	35 00		
St. Antoine de Charlevoix	Charlevoix Q	47 99	35 00		
St. Antonin	Témiscouata Q	89 25	53 00		6 00
Ste. Apolline de Patton	Montmagny Q	60 55	36 00		
St. Armand, Centre	Missisquoi Q	31 30	35 00		
g Ste. Augustine	Northumberland N.B	9 00	27 13		
Ste. Augustine	Huron, W.R C	130 95	*b* 78 00		*b* 12 00
St. Augustin, Saguenay	Chicoutimi & Saguenay Q	5 00	35 00		
Ste. Barbe	Huntingdon Q	74 50	35 00		
a St. Barnabe, Sud	St. Hyacinthe Q	171 30	84 00		6 00
St. Barthélemi, Station	Berthier Q	81 31	49 00		
St. Bazile le Grand	Chambly & Verchères Q	155 35	81 00		6 00
St. Bazile Station	Portneuf Q	328 93	110 50	44 00	9 50
Ste. Béatrice	Joliette Q	117 00	*c* 71 00		6 00
St. Benedict	Humboldt Sask	61 40	35 00		
St. Benjamin	Dorchester Q	145 75	*d* 64 70		6 00
St. Benoit de Matapédia	Bonaventure Q	46 10	35 00		
St. Bernard, Sud	St. John & Iberville Q	25 00	35 00		
St. Bernard	Digby N.S	47 00	35 00		
St. Blaise	St. Johns & Iberville Q	130 00	63 00		6 00
Ste. Blandine	Rimouski Q	110 00	61 00		6 00
St. Boswells	Moosejaw Sask	96 55	35 00		
St. Brieux	Humboldt Sask	117 95	36 00	5 00	
Ste. Brigide, Station	St. Johns & Iberville Q	40 75	35 00		
St. Bruno de Kamouraska	Kamouraska Q	144 55	76 00		6 00
St. Bruno	Nipissing O	45 00	35 00		
St. Bruno, Station	Chambly & Verchères Q	31 00	35 00		

a Late St. Barnabé Riv. Yamaska. *b* Including $14 arrears of salary and $6 arrears of rent. *c* Including $15 night allowance. *d* Including $5.70 night allowance. *e* Including $12 night allowance. *f* Including $30 night allowance. *g* Temporarily closed 6-11-10; re-opened 27-1-11. *q* Opened 1-5-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Calixte de Kilkenny	Montcalm ... Q	133 75	74 50	5 00	6 00
St. Cassien des Caps	Charlevoix ... Q	17 00	*e*55 00	....	....
Ste. Catherines	Queens ... P.E.I	11 55	35 00	....	....
Ste. Catherines, River	Shelburne & Queens..N.S	26 75	35 00	....	....
Ste. Catherine, Station	Portneuf ... Q	78 50	68 00	5 00	6 00
Ste. Catherine Street East	St. Marys ... Q	....	*f*	....	....
Ste. Cécile de Levrard	Nicolet ... Q	98 05	65 00	....	6 00
Ste. Cécile de Milton	Shefford ... Q	109 40	57 00	....	6 00
Ste. Cécile de Whitton	Compton ... Q	250 73	*e*153 00	....	13 00
Ste. Cécile, Station	Compton ... Q	96 21	*b*62 00	....	....
St. Célestin, Station	Nicolet ... Q	52 00	35 00	....	....
St. Charles	Kings ... P.E.I	12 50	35 00	....	....
St. Charles de Levrard	Nicolet ... Q	85 00	41 00	....	....
St. Charles de Montcalm	Montcalm ... Q	8 25	35 00	....	....
Ste. Christine	Bagot ... Q	106 77	57 00	....	6 00
St. Chrysostôme	Prince ... P..E.I	35 70	35 00	....	....
St. Claude Nord	Richmond & Wolfe ... Q	63 00	*g*47 00	....	....
St. Cléophas de Brandon	Joliette ... Q	72 60	*g*48 00	....	....
Ste. Clothilde de Châteauguay	Châteauguay ... Q	93 50	37 00	....	....
St. Columba	North Cape Breton & Victoria ... N.S	10 00	35 00	....	....
St. Colomban	Two Mountains ... Q	56 75	*h*45 00	....	....
St. Côme	Joliette ... Q	155 00	*b*105 00	....	6 00
Ste. Croix	York ... N.B	119 00	55 00	....	3 00
Ste. Croix Cove	Annapolis ... N.S	26 00	35 00	....	....
St. Cuthbert, Station	Berthier ... Q	60 00	36 50	....	....
St. Cyprien	Témiscouata ... Q	40 25	35 00	....	....
St. Cyr	Richmond & Wolfe ... Q	107 59	59 00	....	6 00
St. Cyriac	Chicoutimi & Saguenay Q	46 50	35 00	....	....
St. Cyrille	Kent ... N.B	20 00	35 00	....	....
St. Damase	St. Hyacinthe ... Q	247 00	135 00	....	13 00
St. Damase des Aulnaies	L'Islet ... Q	150 11	79 00	....	6 00
St. Damase de Thetford	Megantic ... Q	40 50	35 00	....	....
St. Damien	Kent ... N.B	23 00	35 00	....	....
St. Daniel	Macdonald ... M	19 77	35 00	....	....
St. David de Lévis	Lévis ... Q	214 50	89 00	3 00	6 00
St. Denis	Saskatoon ... Sask	31 25	35 00	....	....
St. Désiré du Lac Noir	Megantic ... Q	178 50	91 00	....	6 00
St. Dominique de Bagot	Bagot ... Q	236 67	*b*132 00	....	13 00
St. Dominique Station	Soulanges ... Q	81 70	35 00	....	....
Ste. Dorothée	Laval ... Q	54 15	36 00	3 00	....
Ste. Dorothée, East	Laval ... Q	10 70	35 00	....	....
St. Edouard	Victoria ... Alta	5 25	35 00	....	....
St. Edmond de Berthier	Berthier ... Q	33 00	35 00	....	....
St. Edouard de Frampton	Dorchester ... Q	57 00	35 00	....	....
St. Edouard de Kent	Kent ... N.B	48 15	35 00	....	....
St. Edouard de Napierville	Laprairie & Napierville. Q	147 75	*c*95 00	....	6 00
St. Edward	Prince ... P.E.I	18 00	35 00	....	....
St. Edwidge	Compton ... Q	223 30	126 00	....	13 00
St. Eléanor's	Prince ... P.E.I	210 70	133 00	....	13 00
St. Elie	Three Riv. & St. Maurice Q	322 44	150 00	....	19 00
Ste. Elizabeth	Provencher ... M	108 00	53 00	....	6 00
Ste. Elizabeth de Warwick	Drummond & Arthabaska. Q	114 50	*g* 70 50	....	6 00
St. Elmo	Glengarry ... O	79 65	42 00	....	....
St. Eloi Station	Témiscouata ... Q	215 01	*h*103 00	....	6 00
St. Elphège	Yamaska ... Q	148 90	*b*95 00	....	6 00

e Including $20 night allowance. *f See* Appendix C under Montreal sub-offices. *g* Including $12 night allowance. *h* Including $10 night allowance. *b* Including $15 night allowance. *c* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Elzéar de Ham	Richmond & Wolfe Q	35 00	35 00		
Ste. Emilie Junction	Joliette Q	45 75	35 00		
St. Emile de Montcalm	Montcalm Q	74 50	40 00		
St. Ephrem Station	Beauce Q	141 85	82 50		6 00
St. Esprit	Richmond N.S	40 75	35 00		
St. Etienne de Beauharnois	Beauharnois Q	104 25	57 00		6 00
St. Etienne de Bolton	Brome Q	130 95	67 00		6 00
St. Eugène de Grantham	Drummond & Artha'ka Q	305 00	*b*162 50	3 00	16 00
a St. Eugène de Guigues	Pontiac Que	20 56	16 16		
St. Eustache	Macdonald M	164 70	88 00		6 00
St. Fabien	Kent N.B	34 00	35 00		
Ste. Famille de Demeules	Chicoutimi & Saguenay Q	25 00	35 00		
St. Faustin Station	Terrebonne Q	601 00	284 00		31 00
St. Felix	Russell O	31 90	35 00		
St. Féréol	Montmorency Q	56 00	35 00	6 00	
St. Fidèle	Charlevoix Q	131 50	74 00		6 00
Ste. Flavie	Rimouski Q	147 00	73 00		6 00
Ste. Florence	Rimouski Q	232 87	88 00		6 00
St. Francis Harbour	Guysborough N.S	58 00	35 00		
St. François de Kent	Kent N.B	56 50	35 00		
St. François d'Assise	Bonaventure Q	23 00	35 00		
St. François de Madawaska	Victoria N.B	286 77	119 50	5 00	9 50
St. François de Sales, Station	Laval Q	242 75	123 50	3 00	13 00
St. François d'Orléans	Montmorency Q	34 75	35 00	6 00	
Ste. Françoise	Témiscouata Q	67 00	36 00		
St. François Xavier	Macdonald M	148 00	110 00		13 00
St. François Xavier de Brompton	Richmond & Wolfe Q	187 90	85 50		6 00
St. François Xavier de Viger	Temiscouata Q	13 00	35 00		
St. Gabriel de Kent	Kent N.B	33 20	35 00		
St. George	Selkirk M	31 15	35 00		
St. Georges de Malbay	Gaspé Q	100 60	47 00	2 00	
St. Georges	Kings P.E.I	56 75	35 00		
St. George's Channel	Richmond N.S	41 00	*g*45 00		
St. Gérard d'Yamaska	Yamaska Q	83 25	35 00		
d Ste. Germaine Station	Dorchester Q	81 68	35 00		
St. Gilbert	Portneuf Q	70 50	37 00		
St. Gilbert	Prince P.E.I	24 00	35 00		
St. Godfroy	Bonaventure Q	179 24	78 00	10 00	6 00
St. Gregor	Humboldt Sask	145 63	57 00		6 00
St. Grégoire	Kent N.B	35 00	35 00		
St. Guillaume Station	Yamaska Q	158 60	*e*135 00		13 00
St. Hector de Bagot	Bagot Q	25 75	35 00		
Ste. Hélène de Chester	Drummond & Artha'ka Q	83 80	60 00		6 00
St. Helen's	Huron, W.R O	241 20	117 00		13 00
St. Helier	Gaspé Q	18 00	35 00		
St. Hermas Station	Two Mountains Q	91 25	48 50		3 00
St. Hilaire	Victoria N.B	50 00	35 00		
St. Hilaire de Dorset	Beauce Q	34 03	35 00		
St. Hilaire du Lac Saint Jean	Chicoutimi & Saguenay Q	81 00	36 00		
c St. Hilarion du Lac	Charlevoix Q	6 00	11 67		
St. Hippolyte	Battleford Sask	151 70	54 00		6 00
St. Hippolyte de Kilkenny	Terrebonne Q	207 79	105 50		9 50
St. Hubert Station	Chambly & Verchères Q	66 00	35 00		
St. Ignace	Kent N.B	55 95	35 00		
St. Ignace du Lac	Maskinongé Q	37 15	35 00		
St. Ignace de Loyola	Berthier Q	60 00	37 50		

a Opened 15-10-10. *b* Including $15 night allowance. *c* Opened 1-12-10. *d* Late Detour.
e Including $20 night allowance. *g* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Ignace de Québec	Quebec, Q	6 00	35 00		
f St. Irénée les Bains	Charlevoix, Q	120 50	60 00		6 00
St. Isidore	Gloucester, N.B	114 25	63 00	6 60	6 00
b St. Isidore d'Auckland	Compton, Q	170 07	73 00		6 00
St. Isidore de Bellevue	Prince Albert, Sask	84 65	52 00		6 00
St. Isidore de Gaspé	Gaspé, Q	36 00	35 00		
St. Isidore Junction	Laprairie & Napierville, Q	46 00	39 50		
St. Ives	Middlesex, E.R, O	47 00	35 00		
St. Jacques	Victoria, N.B	165 95	80 00	6 00	6 00
St. Jacques Nord	Montcalm, Q	66 00	*c*47 00		
St. James	Macdonald, M	122 50	73 00		6 00
St. Jean Baptiste	Kent, N.B	110 00	76 00		6 00
St. Jean Baptiste de Rouville	Rouville, Q	248 30	*e*138 00	8 00	13 00
St. Jean Chrysostôme, Lévis	Lévis, Q	126 50	97 50		9 50
St. Jean Port Joli, Station	L'Islet, Q	93 00	40 00		
St. Jérôme Junction	Terrebonne, Q	61 00	35 00		
St. Joachim de Berthier	Berthier, Q	58 25	35 00		
St. Joachim de Courval	Yamaska, Q	75 60	39 00		
St. Joachim de Shefford	Shefford, Q	102 00	58 00		6 00
St. John's, West	Welland, O	95 00	*c*53 00		
St. Joseph	Antigonishe, N.S	35 00	35 00		
St. Joseph	Provencher, M	41 46	35 00		
St. Joseph de Kent	Kent, N.B	36 00	35 00		
St. Joseph de Lepage	Rimouski, Q	74 00	35 00		
St. Joseph de Lévis	Lévis, Q	212 10	*c*115 00		13 00
St. Joseph de Mékinac	Champlain, Q	52 75	35 00		
St. Joseph de Nicolet	Nicolet, Q	30 48	35 00		
St. Joseph de Sorel	Richelieu, Q	263 05	112 50		13 00
St. Joseph du Lac	Two Mountains, Q	118 00	81 00	3 00	6 00
St. Jovite Station	Terrebonne, Q	388 82	*c*160 00		13 00
St. Julien	Humboldt, Sask	24 00	35 00		
Ste. Julienne Station	Montcalm, Q	10 00	35 00		
Ste. Julie Station	Megantic, Q	223 50	*e*126 50	5 00	9 50
St. Lawrence	Frontenac, O	41 00	35 00		
St. Lazare	Marquette, M	204 25	99 00		9 50
St. Lazare	Kent, N.B	18 00	35 00		
St. Lazare de Vaudreuil	Vaudreuil, Q	167 71	79 00	3 00	6 00
St. Lazare Station	Vaudreuil, Q	63 00	46 09		
St. Léandre	Rimouski, Q	77 00	40 00		
St. Léon	Macdonald, M	104 50	61 00		6 00
St. Leolin	Gloucester, N.B	83 90	38 00		
St. Léon Hot Springs	Kootenay, B.C	65 11	35 00		
St. Léonard de Chicoutimi	Chicoutimi & Saguenay, Q	38 00	35 00		
St. Léonard de Port Maurice	Laval, Q	64 20	36 00		
St. Liguori	Montcalm, Q	174 70	*c*90 00		6 00
St. Louis	Prince, P.E.I	265 20	*c*112 00	18 00	6 00
St. Louis	Prince Albert, Sask	166 72	48 00		
St. Louis de Bonsecours	Richelieu, Q	147 55	*c*71 00		6 00
St. Louis de Champlain	Champlain, Q	92 50	47 00		
a St. Louis Guilbert	Selkirk, Man	273 40	133 00		13 00
St. Louis Nazaire	Chicoutimi & Saguenay, Q	34 10	35 09		
St. Louis Station	Beauharnois, Q	159 00	76 00		6 00
St. Luc	Kent, N.B	15 00	35 00		
St. Luc	St. John's & Iberville, Q	50 00	37 00		
St. Luc de Matane	Rimouski, Q	103 50	60 00		6 00
Ste. Luce	Rimouski, Q	98 07	48 00		
St. Lucien	Drummond & Arthabaska, Q	109 45	50 00		

a Late St. Louis Station. *b* Late Doncaster. *c* Including $12 night allowance. *e* Including $25 night allowance. *f* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Majorique	D'ummond & Art'baska Q	142 05	53 00		6 00
St. Malo	Compton Q	278 74	131 50		13 00
St. Malo	Provencher M	167 03	73 00		6 00
St. Malo Station	Compton Q	118 40	59 00		6 00
St. Marcel de L'Islet	L'Islet Q	129 25	90 00		6 00
St. Marcel de Richelieu	Richelieu Q	165 69	*h* 103 00		6 00
St. Marcellin	Rimouski Q	41 54	35 00		
St. Margarets	Kings P.E.I	29 00	35 00		
Ste. Marguerite Bay Mill	Chic. & Sag Q	149 19	59 00		6 00
Ste. Marguerite Station	Terrebonne Q	30 00	35 00		
Ste. Marie de Blandford	Nicolet Q	111 50	48 00		
Ste. Marie de Charlevoix	Charlevoix Q	12 10	35 00		
St. Margaret Village	North Cape Breton and Victoria N.S	28 50	35 00		
i Ste. Marie de Ste. Marthe	Vaudreuil Q	26 14	33 05		
Ste. Marie Salomée	Montcalm Q	130 46	81 00		6 00
St. Marks	Macdonald M	73 30	35 00		
St. Marys	Regina Sask	14 00	35 00		
St. Marys of Ely	Shefford Q	47 25	35 00		
St. Marys River	Guysborough N.S	27 50	*c* 45 00		
St. Marys Road	Kings P.E.I	32 00	35 00		
St. Marys Road, East	Kings P.E.I	7 05	35 00		
St. Mathias	Rouville Q	201 25	89 00		6 00
St. Mathieu	Rimouski Q	181 26	90 00		6 00
St. Maure	Restigouche N.B	16 00	35 00		
St. Maurice	Kent N.B	9 00	35 00		
St. Maxime	Beauce Q	138 00	64 00		6 00
St. Meinrad	Humboldt Sask	85 30	35 00		
Ste. Mélanie	Joliette Q	115 75	67 00		6 00
St. Michel	Victoria N.B	62 00	35 00		
St. Michel de Napierville	Laprairie & Napierville Q	254 50	*c* 140 00	18 00	13 00
St. Michel de Rougemont	Rouville Q	179 50	*c* 131 00		13 00
St. Michel des Saints	Berthier Q	342 10	*d* 219 50		22 00
St. Michel de Wentworth	Argenteuil Q	20 00	35 00		
St. Michel Station	Laprairie & Napierville Q	125 75	35 00		
Ste. Modeste	Témiscouata Q	101 00	52 50		3 00
St. Moïse	Rimouski Q	121 25	84 00		6 00
St. Nazaire	Bagot Q	249 25	*c* 145 50	3 00	13 00
St. Nazaire de Buckland	Dorchester Q	53 25	*e* 49 50		
St. Nérée	Bellechasse Q	176 00	*f* 103 00		6 00
St. Nicholas East	Lévis Q	42 48	35 00		
St. Norbert	Kent N.B	71 80	35 00		
St. Norbert Station	Berthier Q	18 00	35 00		
St. Ola	Hastings, E.R. O	209 91	123 00		13 00
k St. Olivier	Kent N.B	*k* 6 00			
St. Omer	Bonaventure Q	267 56	121 00	3 00	13 00
St. Onésime	Kamouraska Q	113 10	65 00		6 00
St. Onge	Russell O	172 00	152 00	24 00	19 00
St. Ouens	Selkirk M	129 25	55 00		6 00
St. Ours Lock	Richelieu Q	56 00	35 00		
b St. Ovide	Nicolet Q	10 00	2 91		
a St. Pacôme Station	Kamouraska Q	30 00	8 75		
St. Paschal Baylon	Russell O	334 25	97 00		6 00
St. Patrick	Témiscouata Q	119 25	*g* 66 00		
St. Patrick's Channel	North Cape Breton & Victoria N.S	16 40	*f* 47 00	3 00	

a Opened 1-1-11. *b* Opened 1-3-11. *c* Including $20 night allowance. *d* Including $25 night allowance. *e* Including $10 night allowance. *f* Including $12 night allowance. *g* Including $20 summer season allowance. *h* Including $15 night allowance. *i* Closed 11-3-11. *k* Credit supply of a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Patrick's Road	King P.E.I	9 00	35 00		
St. Paul de la Croix	Témiscouata Q	119 05	60 00		6 00
St. Paul d'Industrie	Joliette Q	91 00	48 00		
St. Paul Est	Montmagny Q	40 95	35 00		
St. Paul's	Pictou N.S	40 00	35 00		
j St. Paul's Island	North Cape Breton & Victoria N.S	30 00	30 00		
St. Paul's Station	Perth, S.R O	148 00	69 50	16 00	6 00
St. Philippe de Chester	Drummond & Artha'ka Q	68 50	35 00		
St. Philips	Mackenzie Sask	45 00	35 00		
St. Philomène Station	Chateauguay Q	35 00	35 00		
St. Pie	Provencher M	3 00	35 00		
St. Pie de Guire	Yamaska Q	154 57	88 00		6 00
St. Pierre	Kent N.B	41 00	35 00		
St. Pierre de Charlesbourg	Quebec Q	40 25	35 00		
St. Pierre de Sorel	Richelieu Q	30 00	35 00		
St. Pierre de Wakefield	Wright Q	64 75	35 00		
St. Pierre d'Orléans	Montmorency Q	54 25	35 00		
St. Polycarpe Junction	Soulanges Q	110 00	61 00		6 00
St. Raphaël	Prince P.E.I	24 00	35 00		
St. Raphaël West	Glengarry O	234 02	117 00		13 00
St. Raymond	Provencher M	35 00	35 00		
St. Rédempteur	Vaudreuil Q	70 75	*f* 52 00		
St. Régis	Huntingdon Q	39 75	35 00		
St. Robert	Richelieu Q	170 25	*h* 96 00		6 00
St. Rosalie	Bagot Q	187 10	89 00		6 00
St. Rose	Inverness N.S	34 50	35 00		
St. Rose de Watford	Dorchester Q	217 62	*i* 122 14	3 00	13 00
St. Rosette	Gloucester N.B	19 00	35 00		
St. Rufine	Beauce Q	19 21	35 00		
St. Sabine	St. Johns and Iberville Q	62 88	40 00		
St. Sabine de Bellechasse	Bellechasse Q	110 80	*b* 39 75		
St. Samuel de Horton	Nicolet Q	93 10	56 00		6 00
St. Samuel Station	Compton Q	60 68	35 00		
St. Sébastien	St. John's & Iberville Q	422 77	*c* 228 00	3 00	19 00
St. Sébastien Station	Beauce Q	49 60	35 00		
St. Sévère	Three Riv. & St. Maurice Q	234 50	89 00		6 00
St. Sévérin de Beaurivage	Beauce Q	89 10	60 00		6 00
St. Siméon	Charlevoix Q	118 80	*h* 156 50		12 50
St. Simon	Gloucester N.B	16 00	35 00		
Ste. Sophie de Lacorne	Terrebonne Q	125 00	*h* 84 00		6 00
St. Sulpice	L'Assomption Q	81 25	36 00		
St. Sylvestre, West	Lotbinière Q	77 80	50 00	6 00	3 00
Ste. Teresa	Kings P.E.I	85 50	37 50	8 00	
Ste. Teresa, West	Kings P.E.I	14 00	35 00		
St. Théodore	Montcalm Q	191 60	110 00	3 00	13 00
St. Théodore d'Acton	Bagot Q	206 50	130 00		13 00
St. Théodosie	Chambly & Verchères Q	150 50	54 00		6 00
St. Théodule	Kent N.B	21 00	35 00		
St. Théophile	Beauce Q	165 10	78 00		6 00
St. Thomas	Carleton N.B	24 00	35 00		
St. Thomas d'Alfred	Prescott O	56 00	35 00		
St. Thomas d'Aquin	St. Hyacinthe Q	261 40	162 00	3 00	16 00
St. Thomas de Joliette	Joliette Q	165 01	108 00		13 00
St. Thomas de Kent	Kent N.B	26 00	35 00		
St. Timothée Station	Beauharnois Q	108 50	35 00		
St. Thuribe	Portneuf Q	108 17	66 00		6 00

f Including $12 night allowance. *h* Including $15 night allowance. *i* Including $7.14 night allowance. *j* Summer office. *b* Including $4.75 night allowance. *c* Including $30 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ c.	$ c.	$ c.	$ c.
St. Timothy	Prince ... P.E.I	23 10	35 00		
St. Valère de Bulstrode	Drummond & Artha'ka Q	92 25	54 00		6 00
St. Valérien de Rimouski	Rimouski ... Q	136 60	70 00		6 00
Ste. Victoire	Richelieu ... Q	136 20	70 00		6 00
St. Victor Station	Beauce ... Q	135 35	55 00		3 00
St. Vital	Provencher ... M	75 70	43 50		3 00
St. Walburg	Battleford ... Sask	52 50	35 00		
St. Yvon	Gaspé ... Q	43 50	35 00		
St. Zénon	Berthier ... Q	298 80	*c*104 00	3 00	6 00
St. Zotique	Soulanges ... Q	154 05	70 50		6 00
a Sable	Middlesex, N.R ... O	25 00	29 65		
Sable River	Shelburne & Queens. N.S	161 71	125 00	14 00	13 00
Sable River, West	Shelburne & Queens. N.S	230 30	111 00		13 00
Sacré Cœur de Marie	Megantic ... Q	143 97	74 00		6 00
Sacred Heart	Victoria ... Alta	69 48	45 00	2 75	3 00
Saddle Lake	Victoria ... Alta	138 90	56 00	35 00	3 00
Sadowa	Victoria & Haliburton . O	41 73	35 00		
Sahanatien	Muskoka ... O	31 25	35 00		
Sailor's Hope	Kings ... P.E.I	31 75	35 00		
Saintfield	Ontario, S.R ... O	168 86	91 00		6 00
Saints Anges	Beauce ... Q	117 99	64 00		6 00
Saintsbury	Middlesex, N.R ... O	28 00	35 00		
Salaberry	Megantic ... Q	31 25	35 00		
Salem	Wellington, S.R ... O	316 19	167 00		19 00
Salem	Kings & Albert ... N.B	20 00	35 00		
Salem	Cumberland ... N.S	28 60	35 00	3 00	
Salem	Yarmouth ... N.S	192 30	108 80		9 50
Salem Corners	Victoria & Haliburton . O	51 50	35 00		
Salem Road	South Cape Breton .. N.S	26 25	35 00		
Salford	Oxford, S.R ... O	126 10	92 00		6 00
Salina	Kings & Albert ... N.B	8 00	35 00		
Saline Creek	Humboldt ... Sask	13 20	35 00		
f Salisbury	Bruce, S.R ... O		7 01		
Salkeld	Charlotte ... N.B	55 00	35 00		
Salmon Bay	Chicoutimi & Saguenay Q	25 75	*h*45 00		
Salmon Beach	Gloucester ... N.B	37 00	35 00		
Salmon Creek	Sunbury & Queens .. N.B	70 55	36 00		
Salmondale	Sunbury & Queens ... N.B	59 55	35 00		
i Salmon Harbour	Sunbury & Queens .. N.B	95 38	19 02		
Salmonhurst	Victoria ... N.B	132 20	66 00	16 00	6 00
Salmon Point	Prince Edward ... O	70 50	35 00		
Salmon River	St. John ... N.B	88 00	52 50		3 00
Salmon River	South Cape Breton .. N.S	31 00	35 00		
Salmon River Lake	Guysborough ... N.S	13 00	35 00		
Salmonville	Middlesex, E.R. ... O	13 25	35 00		
Saltford	Huron, W.R. ... O	144 66	86 00		6 00
Saltaux	Strathcona ... Alta	19 00	35 00		
Saltel	Provencher ... M	13 00	35 00		
Salt Springs	Kings & Albert ... N.B	46 25	35 00		
Salt Springs	Pictou ... N.S	121 22	53 00	14 00	6 00
Salt Springs	Antigonishe ... N.S	21 00	35 00	9 00	
Salt Springs Station	Cumberland ... N.S	92 90	47 50		3 00
g Salvador	Battleford ... Sask	72 00	*b*36 00		
Salvail	St. Hyacinthe ... Q	42 80	35 00		
Sambro	Halifax ... N.S	157 00	82 00		6 00
Sampsonton	Calgary ... Alta	92 75	57 00		6 00
Samsonville	Richmond ... N.S	25 00	35 00		

a Closed 4-2-11. *c* Including $12 night allowance. *f* Closed 12-6-10. *g* Opened 1-2-10.
h Including $10 night allowance. *i* Opened 15-9-10. *b* Including $1 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue. Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	cts.
Sanborn	Richmond & Wolfe...Q	25 50	35 00		
e Sancte Andrea	Qu'Appelle.....Sask		19 90		
Sand Bay	Leeds.....O	44 63	35 00		
Sand Beach	Yarmouth.....N.S	17 10	35 00		
Sanderville	Red Deer.....Alta	69 94	35 00		
Sandfield	Algoma, E.R.....O	76 00	45 00		
Sandford	Ontario, N.R.....O	121 85	*h*83 00		6 00
Sandford	Yarmouth.....N.S	79 25	43 00		
b Sandford Dene	Moosejaw.....Sask	22 00	2 91		
Sand Hill	Compton.....Q	37 50	35 00		
Sandhurst	Lennox & Addington...O	85 00	49 00		
Sandilands	Provencher.....M	90 85	46 00		
Sandison	Kent, W.R.....O	33 00	35 00		
Sand Lake	Parry Sound.....O	52 00	35 00		
Sandown	Prescott.....O	53 25	35 00		
Sand Point	Guysborough.....N.S	32 00	35 00		
Sand Point Road	St. John.....N.B	*n*	*n*		
Sandridge	Selkirk.....M	68 55	35 00		
Sandringham	Stormont.....O	108 15	46 00		
Sand River	Cumberland.....N.S	50 75	*m*47 00		
Sandstone	Macleod.....Alta	329 81	70 50		6 00
Sandusk	Haldimand.....O	116 00	56 00		6 00
Sandwith	Battleford.....Sask	45 00	35 00		
Sandy Beach Centre	Gaspé.....Q	246 23	*j*163 00		13 00
Sandy Bay	Dauphin.....M	23 60	35 00		
Sandy Lake	Marquette.....M	197 75	87 00		6 00
Sangster	Frontenac.....O	26 00	35 00		
c Sanitarium	Muskoka.....O	520 00	14 58		
San Josef Bay	Comox-Atlin.....B.C	41 25	35 00		
Sans Bruit	Quebec West.....Q	*l*			
Sapton	Selkirk.....M	30 50	35 00	24 00	
Saraguayville	Jacques Cartier.....Q	8 75	35 00		
d Sarcee	Red Deer.....Alta	36 20	24 91		
Sarepta	Huron, S.R.....O	80 00	45 00		
Sargent	Northumberland...N.B	15 00	35 00		
Sarginson	Northumberland, E.R..O	29 65	35 00		
Saron	Strathcona.....Alta	37 25	35 00		
Sartell	Kings & Albert.....N.B	32 00	35 00		
Sarto	Provencher.....M	43 95	35 00		
Sarty's	Lunenburg.....N.S	25 65	35 00		
Saskatchewan Landing	Moosejaw.....Sask	186 53	82 00	86 00	6 00
Saturna	Nanaimo.....B.C	94 50	51 00		6 00
Sauble Falls	Bruce, N.R.....O	100 12	51 00		6 00
Saulnierville Station	Digby.....N.S	86 00	39 00		
Sault à la Puce	Montmorency.....Q	77 25	38 00		
Sault au Mouton	Chic. & Saguenay.....Q	115 41	58 00		6 00
Sault St Lin	L'Assomption.....Q	35 13	35 00		
Sanrin	Simcoe, N.R.....O	70 68	35 00		
Savage Harbour	Kings.....P.E.I	25 00	35 00		
Savage's Mills	Shefford.....Q	60 30	35 00		
Savanne	Thunder B. & R. River.O	304 00	167 50	*q*120 00	16 00
Savoie	Megantic.....Q	20 50	35 00		
Savona	Yale-Cariboo.....B.C	623 14	262 00		31 00
Savoy	Northumberland.....N.B	34 50	35 00		
Savoy Landing	Gloucester.....N.B	12 00	35 00		

b Opened 1-3-11. *c* Opened 1-11-10. *d* Opened 15 7-10. *e* Temporarily closed 1-10-10. *j* Including $15 night allowance. *k* Including $10 night allowance for summer 1910. *l* For Revenue &c., see Appendix C. under Quebec sub.-offices. *m* Including $12 night allowance. *n* For Revenue &c., see Appendix C under St. John, N. B. sub-offices. *q* Special forward allowance. *h* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Saxby	Humboldt Sask	50 75	35 00		
Saxon Hill	Saltcoats Sask	23 98	35 00		
Sawridge	Edmonton Alta	8 75	35 00		
Scadouc	Westmoreland N.B	40 00	35 00		
Scandinavia	Marquette M	96 30	35 00	2 00	
Scanterbury	Selkirk M	9 00	35 00		
Scarborough Junction	York, C.R O	342 00	145 00		13 00
Scarsdale	Lunenburg N.S	38 70	35 00		
Scarth	Brandon M	136 05	66 00		6 00
Scatarie Island	South Cape Breton N.S	39 30	35 00		
*e*Schooner Passage	Comox-Atlin BC.	70 84	25 00		
a Schuler	Medicine Hat Alta	20 00	10 36		
Schutt	Renfrew, S.R O	59 51	35 00		
Schwartz	Pontiac Q	42 50	35 00		
Schyan	Pontiac Q	252 00	*c*162 00	14 00	13 00
Science Hill	Perth, S.R O	49 25	35 00		
Scobie	Carleton O	68 00	35 00		
Scona	Strathcona Alta	18 75	35 00		
Scotch Bay	Dauphin M	54 40	35 00	35 00	
Scotch Block	Halton O	42 00	35 00		
Scotchfort	Queens P.E.I	15 00	35 00		
Scotch Hill	Inverness N.S	10 00	*d*45 00		
Scotch Hill East	Pictou N.S	18 80	35 00		
Scotch Lake	York N.B	36 00	35 00		
Scotch Lake	North Cape Breton & Victoria N.S	75 75	35 00		
Scotch Line	Lanark, S.R O	82 60	42 00		
Scotch Ridge	Charlotte N.B	28 25	35 00		
Scotch Road	Argenteuil Q	30 00	35 00		
Scotch Settlement	Westmoreland N.B	28 00	35 00	6 00	
Scotch Weedon	Compton Q	37 75	35 00		
Scotia	Parry Sound O	173 55	100 00		6 00
Scotsburn	Pictou N.S	8 00	35 00		
Scotsville	Inverness N.S	37 00	35 00	3 00	
Scott Brook	Charlotte N.B	26 25	35 00		
Scott Mills	York N.B	135 05	70 00		6 00
Scott Road	Westmoreland N.B	22 70	35 00		
Scott's Bay	Kings N.S	147 40	70 00		6 00
Scott's Bay Road	Kings N.S	53 50	35 00		
Scott Siding	York N.B	32 00	35 00		
Scottsmore	Missisquoi Q	19 00	35 00		
Scottsville	Middlesex, E.R O	70 50	39 00		
Scribner	Kings & Albert N.B	39 05	35 00		
Scudder	Essex, R.S O	243 18	104 00		13 00
Scugog	Ontario, S.R O	81 00	42 00		
Seabright	Halifax N.S	109 50	*h* 67 00		3 00
Sea Cow Pond	Prince P.E.I	20 00	35 00		
Sea Dog Cove	Kings & Albert N.B	9 50	35 00		
Seafoam	Pictou N.S	35 80	*d*45 00		
Seaforth	Halifax N.S	88 52	46 00		
Sea Gull	Algoma, W.R O	26 50	35 00		
Seal Cove	Charlotte N.B	272 36	*j* 181 00	5 00	19 00
Seal Cove	Gaspé Q	111 00	51 00		6 00
Seal Harbour	Guysborough N.S	39 25	35 00		
Seal Island	Shelburne & Queens N.S	55 90	35 00		
Seamo	Dauphin M	78 50	36 00	18 00	
Searletown	Prince P.E.I	82 65	*k*58 00		

a Opened 15-12-10. *c* Including $15 night allowance. *d* Including $10 night allowance. *e* Summer office. *h* Including $16 night allowance. *j* Including $30 night allowance. *k* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sea Side	Restigouche N.B	54 00	35 00		
Seaview	Richmond N.S	10 00	35 00		
Seaview	St. John N.B	46 75	35 00		
Sea View	Queens P.E.I	100 20	55 00		6 00
Sebright	Ontario, N.R O	288 82	146 00	8 00	13 00
Sechart	Comox-Atlin B.C	104 60	35 00		
Seckerton	Lambton, W.R O	48 60	35 00		
Second Falls	Charlotte N.B	24 75	35 00		
Second Peninsula	Lunenburg N.S	15 00	35 00		
e Second Westcock	Westmoreland N.B	1 00	10 17		
Secretan	Moosejaw Sask	*m*9 00			
Seeburn	Marquette M	27 50	35 00		
g Seech	Marquette M	10 00	2 91		
Seely	Muskoka O	44 50	35 00		
Seeley's Cove	Charlotte N.B	25 30	35 00		
Sefferensville	Lunenburg N.S	48 90	*i* 45 00		
Selby	Lennox & Addington O	191 08	107 00	3 00	9 50
Selfridge Corner	Kings N.S	15 00	35 00		
Selkirk Road	Queens P.E.I	9 00	35 00		
Sellarville	Bonaventure Q	45 25	35 00		
Selmah	Hants N.S	167 05	73 00		6 00
f Selton	Kent, E.R O	67 85	47 86		5 64
Selwood	Restigouche N.B	23 00	35 00		
Selwyn	Peterborough, W.R O	177 00	84 00	3 00	6 00
Semiwagan Ridge	Northumberland N.B	9 00	35 00		
a Senlac	Battleford Sask	113 16	20 41		
Senecal	Prescott O	38 00	35 00		
b Serath	Humboldt Sask	16 30	11 67		
c Sesikinika Lake	Nipissing O	83 72	17 50		
Seven Mile Ridge	Restigouche N.B	5 50	35 00		
70 Mile House	Yale-Cariboo B.C	78 30	39 00	6 00	
Seville	Elgin, E.R O	30 00	35 00		
Sevogle	Northumberland N.B	37 00	35 00		
Seward	Moosejaw Sask	43 80	*l* 61 00		
Sewell	Portage la Prairie M	88 58	35 00		
Seymour	Edmonton Alta	70 00	35 00	12 00	
d Seymour Arm	Yale-Cariboo B.C	71 70	20 41		
Shad Bay	Halifax N.S	23 35	35 00		
Shadeland	Lisgar M	24 06	35 00		
Shady Nook	Renfrew, N.R O	50 35	35 00		
Shamrock	Renfrew, S.R O	74 00	42 00	12 00	
Shamrock	Prince P.E.I	22 25	35 00		
Shanawan	Macdonald M	134 50	62 00		6 00
c Shandleigh	Medicine Hat Alta	65 00	17 50		
Shandro	Victoria Alta	75 10	35 00		
Shanick	Hastings, W.R O	21 00	35 00		
Shanklin	St. John N.B	56 00	35 00		
Shannon	Portneuf Q	8 75	35 00		
Shannon	Sunbury & Queens N.B	100 58	52 00		6 00
Shannon Hall	Muskoka O	13 00	35 00		
Shannonvale	Restigouche N.B	30 00	35 00		
Shanty Bay	Simcoe, N.R O	334 50	148 00	2 50	13 00
Sharp	Kings & Albert N.B	20 00	35 00		
Sharp Corners	Lennox & Addington O	33 00	35 00		
Sharpton	Frontenac O	9 50	35 00		
g Shaughnessy Heights	Vancouver City B.C	27 00	2 91		

a Opened 1-9-10. *b* Opened 1-12-10. *c* Opened 1-10-10. *d* Opened 1-9-10. *e* Closed 15-7-10.
f Closed from 14th January to 31st January, 1911. *g* Opened 1-3-11. *l* Including $15 night allowance.
m Credit supply for a new office not yet opened. *i* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shawanaga	Parry Sound ....O	50 00	35 00		
Shaw	Hastings, W.R ....O	35 00	35 00		
Shaw Brook	Westmoreland ......N.B	4 00	35 00		
Shawenegan Junction	Three Riv. & St. Maurice Q	95 78	99 00		6 00
b Sheatown	Brockville ....O	30 00	32 08		
Sheba	Sunbury & Queens ..N.B	53 75	35 00		
Shebeshekong	Parry Sound ....O	54 00	35 00	3 00	
Shediac Bridge	Westmoreland ......N.B	127 75	57 50	6 00	3 00
Shediac Island	Wesmoreland ......N.B	36 75	35 00		
d Shediac River	Westmoreland ......N.B		5 83		
Shediac Road	Westmoreland ......N.B	40 00	35 00		
b Sheerness	Medicine Hat ......Alta	59 45	32 08	1 88	
Sheet Harbour Road	Halifax ....N.S	36 70	35 00		
Sheet Harbour Passage	Halifax ....N.S	62 55	35 00		
Sheffield	Wentworth ....O	267 20	136 00		13 00
Sheffield Academy	Sunbury & Queens ..N.B	112 50	62 00		6 00
Sheffield Mills Station	Kings ....N.S	156 00	84 00		6 00
Sheffield Mills	Kings ....N.S	77 25	94 50		6 00
Sheffington	Shefford ....Q	39 20	35 00		
Shefford Mountain	Shefford ....Q	20 00	35 00		
Shefford Vale	Shefford ....Q	15 00	35 00		
h Sheila	Gloucester ......N.B	234 55	79 86		5 75
Sheldon	Simcoe, S.R ....O	100 50	55 00		6 00
Sheldrake	Chicoutimi & Saguenay Q	21 75	*g* 47 00		
Shenley East	Beauce ....Q	51 25	35 00		
Shenston	Thunder Bay and Rainy River ....O	45 70	35 00		
Shenstone	Kings & Albert ......N.B	38 25	35 00		
Shepard	Calgary ....Alta	319 25	138 00		13 00
Shepody Road	Kings & Albert ......N.B	4 50	35 00		
Sheppardton	Huron, W.R ....O	145 00	60 00		6 00
Sheppardville	Souris ....M	14 00	35 00		
Sheridan	Halton ....O	152 93	*e*104 00		6 00
Sherlock	Kings & Albert ......N.B	9 65	35 00		
Sherman Road	Kings & Albert ......N.B	11 00	35 00		
Sherwood	York, C.R ....O	52 75	35 00		
Sherwood Spring	Brockville ....O	49 00	35 00		
f Sherwood Station	Queens ........P.E.I	36 25	26 25		
Shetland	Lambton, E.R ....O	183 00	94 00		6 00
Shevlin	Marquette ....M	58 00	*i*52 00		
Shields	Renfrew, N.R ....O	26 10	35 00		
Shigawake	Bonaventure ....Q	256 90	125 00		13 00
Shillingthorpe	Mackenzie ....Sask	30 00	35 00		
Shiloh	Wellington, S.R ....O	44 00	35 00		
Shingle Creek	Yale-Cariboo ......B.C	10 60	35 00		
Shinimecas Bridge	Cumberland ....N.S	113 75	55 00	3 00	3 00
y Shining Bank	Edmonton ....Alta	*y*10 00			
Shinnickburn	Northumberland ....N.B	8 00	35 00		
Shiperlay	Macdonald ....M	22 00	35 00		
Ship Harbour	Halifax ....N.S	232 00	108 00		13 00
Ship Harbour Lake	Halifax ....N.S	146 26	87 00	42 00	6 00
Shipka	Huron, S.R ....O	122 33	49 00		
p Shipley	Perth, N.R ....O	6 85	23 33		
Shippigan Gully	Gloucester ....N.B	28 25	35 00		
Shippigan Island	Gloucester ....N.B	88 50	41 00		
Shipshaw	Chicoutimi & Saguenay Q	17 00	35 00		

b Opened 1-5-10. *d* Closed 1-6-10. *e* Including $20 night allowance. *f* Opened 1-7-10. *g* Including $12 night allowance. *h* Temporarily closed 12-7-10; re-opened 27-7-10. *i* Including $10 night allowance. *p* Closed 1-12-10. *y* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shipyards	Welland ... O	94 25	35 00		
Shirley	Ontario, S.R. ... O	13 00	35 00		
Shirley	Nanaimo ... B.C	41 50	35 00		
Shirley Settlement	Sunbury & Queens ... N.B	4 00	35 00		
Shives Athol	Restigouche ... N.B	276 00	135 00		13 00
Shogamoc	York ... N.B	15 25	35 00		
Shoreacres	Kootenay ... B.C	40 00	35 00		
Short Beach	Yarmouth ... N.S	52 25	35 00		
Shortholme	Sunbury & Queens ... N.B	22 00	35 00		
Shortreed	New Westminster ... B.C	80 50	42 50		
Shouldice	Grey, N.R ... O	21 00	35 00		
Shrewsbury	Argenteuil ... Q	24 80	[f]50 00		
Shrigley	Dufferin ... O	68 00	40 00		
Shulie	Cumberland ... N.S	190 40	86 00		6 00
Shunacadie	North Cape Breton and Victoria ... N.S	48 75	35 00	3 00	
Shuswap	Yale-Cariboo ... B.C	259 50	[g]199 50		19 00
[a] Shushartee	Comox-Atlin ... B.C	30 00	26 25		
Sidney Crossing	Hastings, W.R ... O	192 30	90 00		6 00
[b] Sidney Island	Nanaimo ... B.C	25 00	11 67		
Siebertville	Calgary ... Alta	54 00	35 00		
Siegas	Victoria ... N.B	195 57	121 00		13 00
Siglunes	Dauphin ... M	16 25	35 00		
Signet	Wellington, N.R ... O	21 12	35 00		
Sight Point	Inverness ... N.S	7 00	35 00		
Signai	Chicoutimi & Saguenay Q	37 00	35 00		
Silcote	Grey, N.R ... O	41 80	35 00		
Sillikers	Northumberland ... N.B	60 00	35 00		
Sillsville	Lennox & Addington ... O	66 52	35 00	10 00	
Siloam	Ontario, N.R. ... O	83 50	37 00		
Silton	Regina ... Sask	78 00	35 00		
Silver Beach	Victoria ... N.B	13 00	35 00		
Silver Creek	Marquette ... M	7 00	35 00		
Silver Creek	Yale-Cariboo ... B.C	70 05	41 00		
Silverdale	New Westminster ... B.C	238 80	88 50		9 50
Silverdale Station	Lincoln ... O	169 27	71 00	18 00	6 00
Silver Grove	Prince Albert ... Sask	62 75	35 00	3 00	
Silver Hill	Norfolk ... O	117 52	[e]54 50		
Silver Lake	Peterborough, W.R ... O	154 50	35 00		
Silver Mountain	Thunder B. & Rainy Riv. O	176 95	74 00		6 00
Silver Plains	Provencher ... M	41 50	35 00	7 00	
Silver Park	Humboldt ... Sask	20 65	35 00		
Silver Stream	Prince Albert ... Sask	76 25	35 00		
Silver Water	Algoma, E.R. ... O	85 15	47 00		
[c] Silverthorne	Comox-Atlin ... B.C		32 08		
Simard	Chicoutimi & Saguenay. Q	32 25	35 00		
Simcoe Island	Frontenac ... O	10 00	35 00		
Similkameen	Yale-Cariboo ... B.C	37 20	35 00		
Simons Valley	Calgary ... Alta	721 60	189 00		22 00
Simmons	Wright ... Q	72 60	35 00		
Simpson	Humboldt ... Sask	[h]7 00			
Simpson Corner	Lunenburg ... N.S	52 25	35 00		
Sinclair	Kootenay ... B.C	17 00	35 00		
Sinclairville	Wentworth ... O	75 50	35 00		
Sine	Hastings, W.R ... O	86 90	47 00	8 00	
Sinnott's Road	Kings ... P.E.I	12 00	35 00		

[a] Opened 1-7-10. [b] Opened 1-12-10. [c] Opened 1-5 10. [e] Including $12 night allowance. [f] Including $15 night allowance. [g] Including $10 night allowance. [h] Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sinnett	Humboldt ... Sask	40 00	35 00		
Sion	Edmonton ... Alta	182 94	93 00	3 00	6 00
Sirdar	Kootenay ... B.C	206 50	125 00	[f]10 00	13 00
Sissiboo Falls	Digby ... N.S	19 50	35 00		
Sisson Ridge	Victoria ... N.B	28 50	35 00		
Six Mile Brook	Pictou ... N.S	34 00	35 00		
Six Mile Road	Cumberland ... N.S	21 00	35 00		
Six Nations	Brant ... O	34 00	35 00		
Six Portages	Wright ... Q	39 50	35 00		
Six Roads	Gloucester ... N.B	47 50	35 00	7 25	
Sixty-nine Corners	Brant ... O	17 50	35 00		
[a] Skafse	Strathcona ... Alta		8 75		
Skalholt	Portage la Prairie ... M	10 00	35 00		
Skaro	Victoria ... Alta	67 75	35 00	4 50	
Skibo	Algoma, E.R ... O	24 50	[b]45 00		
Skibbereen	Moosejaw ... Sask	95 30	47 50	2 75	3 00
Skidegate	Comox-Atlin ... B.C	179 06	161 00		16 00
Skinner's Pond	Prince ... P.E.I	20 25	35 00		
Skipness	Bruce, N.R ... O	23 00	35 00		
Skipton	Prince Albert ... Sask	106 36	35 00		
Skir Dhu	N. Cape Bret. & Vic. N.S	53 76	35 00		
Skull Creek	Moosejaw ... Sask	45 75	35 00	2 50	
Skye	Prescott ... O	45 65	35 00		
Sky Glen	Inverness ... N.S	36 00	[d]47 00		
Sky Mountain	Inverness ... N.S	15 00	35 00		
Slade	Bruce, N.R ... O	32 50	35 00	18 00	
Slager	Regina ... Sask	163 50	85 00		6 00
Slahaltkan	Yale-Cariboo ... B.C	49 95	35 00		
Slate Falls	Lennox & Addington ... O	29 00	35 00		
Slate River Valley	Thunder B. & Rainy Riv. O	82 30	39 00		
Slatington	Richmond & Wolfe ... Q	24 00	35 00	3 00	
Sleeman	Thunder B. & Rainy Riv. O	326 63	[c]191 00	30 00	19 00
Sleswick	Peel ... O	23 50	35 00		
Sloan	Comox-Atlin ... B.C	14 80	35 00		
Sluggett	Mackenzie ... Sask	70 90	37 00		
Slugget	Nanaimo ... B.C	23 50	35 00		
Sluice Point	Yarmouth ... N.S	84 50	48 00		
Smith Bank	Peterboro, W.R ... O	17 00	35 00		
Smithdale	Simcoe, N.R ... O	92 80	35 00		
Smithfield	Northumberland, E.R. . O	309 75	134 00		13 00
Smithfield	Guysborough ... N.S	26 25	[e]53 00		
Smith Hill	Souris ... M	28 05	35 00		
Smith's	Westmoreland ... N.B	204 00	113 00		13 00
Smith's Corner	Kent ... N.B	23 00	35 00		
Smith's Corners	Pontiac ... Q	17 50	35 00		
Smith's Cove	Digby ... N.S	339 00	170 00		19 00
Smith's Creek	Kings & Albert ... N.B	56 00	35 00		
Smith Settlement	Halifax ... N.S	53 20	35 00		
Smith Town	Kings & Albert ... N.B	42 75	35 00		
Smithsville	Shelburne & Queens. N.S	88 00	39 00		
Smoky Falls	Nipissing ... O	99 25	51 00		6 00
Smoky Lake	Victoria ... Alta	86 25	35 00		
Snake River	Renfrew, N.R ... O	125 10	52 00		3 00
Snell	Sunbury & Queens. . N.B	27 00	35 00		
Snelgrove	Peel ... O	138 25	83 00	10 00	6 00
Sniatyn	Victoria ... Alta	55 50	35 00		
Snider Mountain	Kings & Albert ... N.B	32 05	35 00	3 00	

[a] Closed 1-7-10. [b] Including $10 night allowance. [c] Including $30 night allowance. [d] Including $12 night allowance. [e] Including $18 night allowance. [f] Special forward allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Snider's Corners	Halton O	37 60	35 00		
Snowden Corners	Grenville O	42 75	35 00		
Snowdon	York N.B	26 50	35 00		
Snow Road Station	Frontenac O	132 80	70 00		6 00
Snowville	Algoma, E.R. O	34 80	35 00		
Snyder	Welland O	89 53	56 00		3 00
Soapstone Mine	Inverness N.S	30 00	35 00		
Sober Island	Halifax N.S	47 00	*c* 45 00		
Soda Lake	Victoria Alta	105 00	83 00		6 00
Sointula	Comox-Atlin B.C	196 95	*d* 110 00		6 00
Solheima	Red Deer Alta		35 00		
Soldier's Cove	Richmond N.S	61 78	35 00		
Solina	Durham O	347 00	148 00		13 00
Solmesville	Prince Edward O	28 00	35 00		
Solway	Bruce, S.R. O	48 90	35 00		
Somerville	Carleton N.B	30 00	35 00		
Sonier	Gloucester N.B	20 00	35 00		
Sonya	Ontario, N.R. O	401 22	187 00	7 00	19 00
Sooke	Nanaimo B.C	112 65	38 00		
Sonningdale	Battleford Sask	54 70	35 00		
Soperton	Leeds O	37 55	35 00		
Sorrel Ridge	Charlotte N.B	24 89	35 00		
Soucy	Yamaska Q	45 00	35 00		
Sounding Creek	Red Deer Alta	103 76	35 00		
b Sounding Lake	Red Deer Alta	20 00	5 83		
Sourisford	Souris M	15 10	35 00		
Souris West	Kings P.E.I	107 00	66 00		6 00
Souris Valley	Regina Sask	141 71	36 00		
South	Lunenburg N.S	41 00	35 00		
South Alton	Kings N.S	22 00	35 00		
Southampton	York N.B	42 25	35 00		
Southampton	Kings P.E.I	10 10	35 00		
South Athol	Cumberland N.S	54 45	35 00		
South Augusta	Grenville O	134 95	73 80		6 00
South Bar of Sidney River	South Cape Breton N.S	49 55	35 00		
South Barnston	Stanstead Q	45 75	35 00		
South Bay	Prince Edward O	80 00	45 00	6 00	
South Bay	St John N.B	46 50	35 00		
South Bay	North Cape Breton & Victoria N.S	136 87	68 00		6 00
South Bay Mouth	Algoma, E.R. O	89 50	40 00		
South Beach	Gaspé Q	22 75	35 00		
South Branch	Grenville O	31 00	35 00		
South Branch	Colchester N.S	59 90	36 00		
South Branch (Ken)	Kings & Albert N.B	26 00	35 00		
South Branch of St. Nicholas River	Kent N.B	105 00	63 00		6 00
South Brook	Cumberland N.S	49 70	35 00		
a South Bulkley	Comox-Atlin B.C	22 00	23 33		
South Canaan	Yarmouth N.S	14 00	35 00		
South Cayuga	Haldimand O	147 76	85 50		6 00
South Clones	Sunbury & Queens N.B	40 00	35 00		
Southcote	Wentworth O	58 91	35 00		
South Cove	N. Cape Bret. & Vic. N.S	36 00	35 00		
South Dudswell	Richmond & Wolfe Q	68 30	*e* 57 50		
South Dummer	Peterborough, E.R. O	138 00	60 00		6 00
South East Passage	Halifax N.S	97 70	42 00		
South Ely	Shefford Q	42 25	35 00		

c Including $10 night allowance. *d* Including $16 night allowance. *a* Opened 1-8-10. *b* Opened 1-2-11.
e Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
South End	Welland ... O	263 50	111 00		13 00
South Esk	Northumberland ... N.B	27 00	35 00		
Southfield	Kings & Albert ... N.B	26 25	35 00		
South Forks	Moosejaw ... Sask	77 75	38 00		
South Gate	Middlesex, E.R. ... O	40 00	35 00		
South Gillies	Thunder B. & Rainy R. O	43 00	35 00		
South Gloucester	Russell ... O	62 50	46 00	5 00	
South Gordonsville	Carleton ... N.B	28 05	35 00		
South Gower	Grenville ... O	58 59	35 00		
South Granby	Shefford ... Q	14 00	35 00		
South Granville	Queens ... P.E.I	15 10	35 00		
South Greenwood	Kings ... N.S	26 00	35 00		
South Ham	Richmond & Wolfe ... Q	282 26	139 00		13 00
South Harbour	N. Cape Bret. & Vic. N.S	10 25	35 00	3 00	
South Harmony	Kings ... N.S	17 00	35 00		
South Highlands	Inverness ... N.S	9 05	35 00		
South Johnville	Carleton ... N.B	17 00	35 00		
South Junction	Provencher ... M	114 90	*e*59 05	66 00	
South Knowlesville	Carleton ... N.B	17 50	35 00		
South Lake	Leeds ... O	44 00	35 00		
South Lake	Kings ... P.E.I	15 00	35 00		
South Lancaster	Glengarry ... O	209 35	105 00		9 50
South Lochaber	Guysborough ... N.S	52 50	*f*47 00	3 00	
South Magnetawan	Parry Sound ... O	19 09	35 00		
South Manchester	Guysborough ... N.S	24 29	35 00		
South McLellan's Mountain	Pictou ... N.S	10 00	35 00		
South Melfort	Prince Albert ... Sask	109 00	35 00	3 00	
South Melville	Queens ... P.E.I	34 50	35 00		
South Middleton	Norfolk ... O	151 66	*a*87 00		6 00
South Milford	Annapolis ... N.S	181 50	82 00	3 00	6 00
South Monaghan	Peterborough, W.R. ... O	146 07	85 00	20 00	6 00
South Morland	Guysborough ... N.S	8 00	35 00		
South Nelson Road	Northumberland ... N.B	30 00	35 00	3 00	
South Newbridge	Carleton ... N.B	14 00	35 00		
South Pelham	Welland ... O	31 25	35 00		
South Pender	Nanaimo ... B.C	57 09	46 00		
*b*South Porcupine	Nipissing ... O	125 00	2 91		
Southport	Queens ... P.E.I	50 65	37 09		
South Port Morien	South Cape Breton ... N.S	21 15	35 00		
South Pugwash	Cumberland ... N.S	18 75	35 00		
South Range	Digby ... N.S	43 75	35 00		
South Rawdon	Hants ... N.S	138 00	76 00		6 00
South River	Gloucester ... N.B	39 50	35 00	3 00	
South River Lake	Guysborough ... N.S	86 25	*f*47 00	8 00	
South Salt Springs	Antigonishe ... N.S	4 00	35 00		
South Scott Bay	Kings ... N.S	9 00	35 00		
South Side Basin of River Dennis	Inverness ... N.S	68 50	*d*96 00		6 00
South Side of Baddeck River	North Cape Breton and Victoria ... N.S	22 00	35 00		
South Side of Boulardarie	NorthCape Breton & Victoria ... N.S	36 25	35 00		
South Tilley	Victoria ... N.B	47 25	35 00		
*c*South Touchwood	Humboldt ... Sask	20 08	14 58		
South Tremont	Kings ... N.S	10 00	35 00		
South Tweedside	York ... N.B	19 20	35 00		
South Uniacke	Hants ... N.S	60 00	35 00		
South Vale	Colchester ... N.S	37 75	35 00		

a Including $20 night allowance. *b* Opened 1-3-11. *c* Opened 1-11-10. *d* Including $16 night allowance. *e* Including $10.05 night allowance. *f* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*b*South Valley	Prince Albert......Sask	9 40	11 67	....	....
South Vancouver	City of Vancouver...B.C	233 00	94 00	....	6 00
South Victoria	Cumberland.........N.S	53 50	35 00	....	....
Southville	Digby..............N.S	22 00	35 00	....	....
South Wallace	Cumberland.........N.S	15 00	35 00	....	....
South Waterville	York...............N.B	11 09	35 00	....	....
South West	Prince.............P.E.I	38 30	35 00	....	....
South West Mabou	Inverness..........N.S	19 00	35 00	....	....
South Westminster	New Westminster....B.C	89 80	47 00	....	....
South West Margaree	Inverness..........N.S	143 15	*d*80 00	3 00	6 00
South West Point	Chicoutimi & Saguenay Q	8 75	35 00	....	....
South West Port Hood	Inverness..........N.S	63 00	35 00	....	....
South West Port Mouton	Shelburne & Queens..N.S	48 00	35 00	....	....
South West Ridge	Inverness..........N.S	6 00	35 00	....	....
Southwold Station	Elgin, W.R..........O	177 19	97 00	....	6 00
Southwood	Muskoka.............O	51 50	36 00	....	....
South Zorra	Oxford, N.R..........O	35 93	35 00	....	....
Sowerby	Algoma, E.R..........O	124 35	74 00	4 00	6 00
Spanish Ship Bay	Guysboro...........N.S	121 50	56 00	....	3 00
Sparkle	Carleton...........N.B	209 45	81 00	....	6 00
Sparwood	Kootenay...........B.C	127 25	86 00	....	6 00
Spa Springs	Annapolis..........N.S	58 00	36 00	....	....
Speedside	Wellington, S.R......O	59 50	35 00	....	....
Speerville	Carleton...........N.B	9 00	35 00	....	....
Speight's Corner	Sunbury & Queens...N.B	11 00	35 00	....	....
Spence	Parry Sound..........O	46 85	35 00	8 00	....
Spence	Westmoreland.......N.B	33 00	35 00	....	....
Spencer's Island	Cumberland.........N.S	200 04	97 00	....	9 50
Speyside	Halton...............O	29 25	35 00	....	....
Spicer	Moosejaw..........Sask	39 75	35 00	....	....
Spilsted	Strathcona.........Alta	22 00	35 00	....	....
*c*Spinney Hill	Battleford.........Sask	32 00	14 58	....	....
Spion Kop	Macdonald............M	10 25	35 00	....	....
Spires	Wellington, N.R......O	7 00	35 00	....	....
Splitlog	Essex, S.R...........O	19 25	35 00	....	....
Spirit River	Edmonton...........Alta	4 00	40 00	0 75	....
*f*Spooner	Prince Albert......Sask	*f*7 00	....	....	....
Sprague	Provencher...........M	240 63	*e*110 00	....	6 00
Sprattville	Sask...............Sask	32 45	35 00	....	....
Spring Bank	Calgary............Alta	86 75	45 00	2 75	....
Springbank	Middlesex, N.R.......O	86 00	56 00	....	6 00
Spring Bay	Algoma, E.R..........O	44 55	35 00	....	....
Springbourne	Prince Albert......Sask	20 00	35 00	....	....
Springbrook	Dorchester...........Q	35 00	35 00	....	....
Spring Creek	Qu'Appelle.........Sask	42 05	35 00	....	....
Spring Creek	Parry Sound..........O	17 00	35 00	....	....
Springdale	Digby..............N.S	28 00	35 00	....	....
Springdale	Strathcona.........Alta	36 80	35 00	....	....
Springfield	Selkirk..............M	90 50	49 00	....	....
Springfield	York...............N.B	41 00	35 00	....	....
Springfield	Queens.............P.E.I	47 70	35 00	....	....
Spring Grove	Prince Albert......Sask	50 00	35 00	....	....
Springhaven	Yarmouth...........N.S	64 50	35 00	....	....
Spring Hill	Russell..............O	58 25	35 00	....	....
Spring Hill	Compton..............Q	181 95	85 00	....	6 00
Spring Hill	York...............N.B	68 73	35 00	....	....
Springhurst	Portage la Prairie....M	43 30	35 00	....	....

b Opened 1-12-10. *c* Opened 1-11-10. *d* Including $12 night allowance. *e* Including $20 night allowance. *f* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Spring Point	Macleod Alta	46 10	35 00		
Springridge	Macleod Alta	20 50	35 00		
Spring Road	Sherbrooke Q	14 00	35 00		
Springton	Queens P.E.I	26 55	35 00		
Springtown	Renfrew, S.R O	43 25	35 00		
Springvale	Haldimand O	136 12	82 00		6 00
Spring Valley	Prince P.E.I	36 00	35 00		
Springville	Peterborough, W.R O	118 70	56 00		6 00
Springville	Pictou N.S	115 07	68 00		6 00
Sproule Settlement	Kings & Albert N.B	7 50	35 00		
Spruce Hedge	Renfrew, S.R O	14 00	23 33		
Spruce Creek	Dauphin M	18 00	35 00		
Spruce Green	Wellington, N.R. O	37 25	35 00		
Spruce Grove Centre	Edmonton Alta	248 25	83 00		6 00
a Spruce Bluff	Battleford Sask	83 16	29 16		
Spruce Home	Prince Albert Sask	31 50	35 00		
b Spruce Lake	St. John N.B	16 00	35 00		
Spry	Bruce, N.R. O	127 05	64 00		6 00
Spry Harbour	Halifax N.S	98 20	*h*62 00		
Spurgrave	Provencher M	64 00	35 00		
Spuzzum	Yale-Cariboo BC.	112 90	44 00		
Squamish	City of Vancouver B.C	119 01	64 00		6 00
Squire	Grey, N.R O	67 70	48 00		
Stadacona	Quebec East Q	104 28	45 00		
Stafford	Renfrew, N R. O	35 00	35 00		
Stagsburn	Wright Q	35 00	*g* 42 50		
Stainsleigh	Red Deer Alta	10 50	58 00	52 00	3 00
Stake Road	Cumberland N.S	73 10	35 00		
Stanburn	Lunenburg N.S	7 00	35 00		
Stanbury	Missisquoi Q	44 25	35 00		
Stanchel	Queens P.E.I	36 00	35 00		
c Standard Hill	Battleford Sask	14 40	14 58		
Stand Off	Macleod Alta	88 75	42 00	2 25	
Stanhope	Stanstead Q	124 50	64 00		6 00
Stanhope	Queens P.EI.	48 15	35 00		
Stanley	Thunder Bay&RainyR.O	167 52	*e*113 00	6 00	9 50
Stanley	Cumberland N.S	26 25	35 00		
Stanleydale	Muskoka O	30 75	35 00		
Stanley House	Parry Sound O	61 24	54 00		6 00
Stanley Road	Strathcona Alta	*i*10 00			
Stanley Section	Lunenburg N.S	27 00	35 00		
Stanleys Corners	Carleton O	79 89	44 00		
Stanleys Mills	Peel O	48 00	35 00		
Stanton	Dufferin O	204 04	88 00		6 00
Stanwood	Northumberland, E.R. O	77 55	35 00		
c Stanwoods Beach	Yarmouth N.S	60 00	30 00		
Stapledon	Carleton O	95 55	35 00		
Staplehurst	Victoria Alta	23 00	35 00		
Staples Brook	Colchester N.S	10 00	35 00		
Star	Peel O	28 00	35 00		
Star	Victoria Alta	52 85	35 00		
Stardale	Prescott O	87 70	42 00		
Starkeys	Sunbury & Queens N.B	20 99	35 00		
Starks Corners	Pontiac Q	76 37	47 00		
Starkville	Durham O	76 20	35 00		
Starleigh	Mackenzie Sask	74 76	35 00		

a Opened 1-6-10. *b* Opened 1-8-10. *c* Opened 1-11-10. *d* Summer office. *e* Including $5 special allowance. *g* Including $7.50 night allowance. *h* Including $15 night allowance. *i* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Starnesborough	Huntingdon Q	43 50	39 50		
Starrat	Parry Sound O	32 50	35 00		
Starview	Battleford Sask	46 83	35 00		
Stauffer	Red Deer Alta	214 65	82 00	6 00	6 00
a Staunton	Macleod Alta	36 04	14 58		
Staynerville	Argenteuil Q	88 00	60 00	10 00	6 00
Steadman	Wright Q	45 50	35 00		
Steam Mill Village	Kings N.S	90 30	39 00		
Steeles Lake	North Cape Breton and Victoria N.S	6 00	35 00		
e Steels	Pontiac Q	43 50	31 20		
Steenburg	Hastings, E.R O	156 55	77 00		6 00
Steep Creek	Prince Albert Sask	35 50	35 00		
Steep Creek	Guysborough N.S	39 00	35 00		
Steevescote	Kings & Albert N.B	15 00	35 00		
Steeves Mills	Kings & Albert N.B	14 50	35 00		
Steeves Mountain	Westmoreland N.B	43 75	35 00		
Steeves Settlement	Westmoreland N.B	40 00	35 00		
Stenson	Richmond & Wolfe Q	107 49	35 00		
Stepney	Prescott O	112 86	54 00		3 00
Stephenfield	Macdonald M	92 90	47 00		
Stern	Calgary Alta	58 65	35 00		
Sterlingville	Calgary Alta	180 00	104 00		13 00
Stevens	Sask Sask	81 50	54 00		3 00
Stevenson	Kent, W.R O	61 20	35 00		
b Steveville	Medicine Hat Alta	98 22	21 97	9 16	
Stewart	Kent, W.R O	52 00	48 00		
Stewart Bay	Parry Sound O	42 45	35 00		
c Stewart Hall	Peterboro, E.R O	22 00	14 58		
Stewart Valley	Moosejaw Sask	67 25	35 00		
Stewartdale	Inverness N.S	18 97	35 00		
Stewarton	Kings & Albert N.B	47 00	35 00		
Stewart River	Yukon Territory	20 75	41 00		
Stewartville	Renfrew, S.R O	53 00	35 00		
Stewartwyn	Red Deer Alta	22 00	35 00		
Stewiacke Cross Roads	Colchester N.S	128 30	65 00	10 00	6 00
Stickney	Carleton N.B	486 00	122 00	3 00	13 00
Stiles Village	Westmoreland N.B	16 00	35 00		
Stinson	Assa Sask	49 10	35 00		
Stillman	Pictou N.S	45 50	35 00		
Still Water	Guysborough N.S	70 25	*f* 55 00		
Stillwater	Comox-Atlin B.C	226 45	55 00		6 00
Stirling	Richmond N.S	15 00	35 00		
Stirling Brook	Hants N.S	32 00	35 00		
Stirling Falls	Parry Sound O	53 10	35 00		
Stobie Mine	Nipissing O	20 50	35 00		
Stockdale	Northumberland, E.R O	132 00	58 00		6 00
Stocks	Victoria Alta	28 20	35 00		
Stockwell	Chateauguay Q	30 77	35 00	1 50	
Stoddarts	Annapolis N.S	19 25	35 00		
Stoke Centre	Richmond & Wolfe Q	168 80	94 00	5 50	6 00
d Stone	Moosejaw Sask	62 70	29 16		
Stoneham	Quebec Q	45 00	35 00	3 00	
Stonehaven	Gloucester N.B	198 70	100 00		6 00
Stonehenge	Moosejaw Sask	78 75	35 00		
Stone House	Cumberland N.S	49 27	35 00		
Stoneleigh	Muskoka O	34 50	35 00		

a Opened 1-11-10. *b* Opened 15-8-10. *c* Opened 1-11-10. *d* Opened 1-6-10. *e* Temporaily closed 18-1-11; re-opened 27-2-11. *f* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Stones Corners	Strathcona. Alta	23 50	35 00		
Stone Quarry	Welland. O	40 50	35 00		
Stone Ridge	York. N.B	48 00	35 00		
Stony Beach	Regina. Sask	82 95	42 00		
Stony Creek	Kings & Albert. N.B	36 90	35 00		
Stonybrook	Qu'Appelle. Sask	17 25	35 00		
Stonycroft	Regina. Sask	8 00	35 00		
Stony Island	Shelburne & Queens. N.S	93 00	68 00		6 00
Stoneyroyd	Battleford. Sask	8 00	35 00		
Stoneywood	Wellington, N.R. O	23 50	35 00		
Stony Hill	Dauphin. M	34 50	35 00		
Stony Lake	Battleford. Sask	68 75	35 00		
Storie	Parry Sound. O	40 90	35 00		
Stormont	Guysborough. N.S	53 00	*f*47 00		
Stornoway	Mackenzie. Sask	129 00	35 00	8 00	
Stovely	Nanaimo. B.C	87 50	44 00	3 00	
e Stowe	Regina. Sask	14 00	2 91		
Straiton	New Westminster. B.C	88 75	35 00		
Strand	Mackenzie. Sask	109 25	50 00		6 00
e Strandby	Comox-Atlin. B.C	12 50	2 91		
Strange	York, N.R. O	98 50	57 00		6 00
Strangfield	Essex, S.R. O	58 15	35 00		
Strasburg	Waterloo, S.R. O	67 10	50 00		
Strathadam	Northumberland. N.B	48 55	35 00		
Strathburn	Middlesex, W.R. O	139 02	59 00		6 00
Strathcarrol	Qu'Appelle. Sask	42 50	35 00		
Strathcona	Kings. P.E.I	20 00	35 00		
Strathewen	Selkirk. M	20 00	35 00		
Strathmore	Stormont. O	37 98	35 00		
Strathmore	Jacques Cartier. Q	51 00	35 00		
Strathnairn	Grey, N.R. O	31 25	35 00		
Strawberry Hill	New Westminster. B C	105 50	36 00		
Streets Ridge	Cumberland. N.S	42 00	35 00		
Streamstown	Victoria. Alta	46 50	35 00		
Stromness	Haldimand. O	124 00	63 00		6 00
Stronach Mountain	Annapolis. N.S	11 25	35 00		
Strong	Parry Sound. O	38 20	35 00		
Strongville	Simcoe, N.R. O	37 02	35 00		
a Stry	Victoria. Alta	10 00	32 08		
Stubb's Bay	Pontiac. Q	90 00	66 50		6 00
Stump Lake	Yale-Cariboo. B.C	30 00	35 00		
Sturgeonville	Edmonton. Alta	12 20	35 00		
Sturgeon	Kings. P.E.I	180 75	77 00		6 00
Sturgeon Bay	Simcoe, E.R. O	79 50	52 00		3 00
Sturgeon Lake	Thunder Bay & R. Riv. O	146 00	92 00		6 00
c Sturgeon Creek	Macdonald. Man	101 50	35 00		
d Sturgeon Point	Victoria & Haliburton. O	527 00	264 00		31 00
Sturgis	Mackenzie. Sask	47 75	35 00		
Sucker Lake	Muskoka. O	66 75	35 00		
Suffield	Sherbrooke. Q	49 00	35 00		
Suffolk Station	Queens. P.E.I	12 80	35 00		
Sugar Camp	Inverness. N.S	23 51	35 00		
Sugar Loaf	North Cape Breton & Victoria. N.S	26 48	*b*45 00		
Sullivan Lake	Red Deer. Alta	71 00	35 00	1 50	
Sullivan Mills	Grey, S.R. O	31 50	35 00		
Sulphur	Yukon Territory	54 00	60 00		3 00

a Opened 1-5-10. *c* Opened 1-4-10 *d* Summer office. *e* Opened 1-3-11. *f* Including $10 night allowance for summer 1910. *b* Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Summerfield	Carleton N.B	56 56	40 00		
Summerhill	Huron, W.R O	41 70	35 00		
Summer Hill	Sunbury & Queens N.B	58 95	35 00		
Summerlea	Jacques Cartier Q	118 00	52 00		6 00
Summerview	Macleod Alta	45 75	35 00		
Summerville	Peel O	161 50	*f*70 00		3 00
Summerville	Kings P.E.I	47 50	35 00		
Summerville	Hants N.S	179 50	90 00		6 00
Summerville Centre	Shelburne & Queens N.S	46 00	35 00		
Summit	Colchester N.S	51 00	35 00		
a Summit Lake	Kootenay B.C	162 80	23 33		
c Sumner	Saltcoats Sask	4 16	20 41	8 75	
Summerstown Station	Glengarry O	247 75	105 00	5 00	9 50
Sunbury	Frontenac O	137 56	77 00		6 00
Sunbury	New Westminster B.C	65 50	35 00		
Sundre	Red Deer Alta	95 25	35 00	3 00	
i Sundial	Medicine Hat Alta	208 60	103 00		13 00
Sundridge	Pictou N.S	35 96	35 00		
Suniebend	Edmonton Alta	37 50	35 00		
Sunland	Victoria Alta	28 00	33 65		
Sunnidale Corners	Simcoe, N.R O	138 25	78 00		6 00
Sunny Bank	Gaspé Q	39 00	35 00		
Sunny Brae	Westmoreland N.B	255 50	108 00		13 00
Sunny Isle	Mackenzie Sask	21 05	35 00	3 00	
Sunnymead	Qu'Appelle Sask	26 00	35 00		
h Sunnynook	Medicine Hat Alta	10 00			
Sunnyside	Kings N.S	12 00	35 00		
Sunnyside	Restigouche N.B	27 00	35 00		
b Sunuyvale	Moosejaw Sask	46 00	20 41		
c Sunnyview	Moosejaw Sask	27 58	11 67		
d Sunville	Dauphin M	8 00	8 75		
Superior Junction	Thunder Bay & R. Riv. O	2,244 47	*h*894 00		125 00
Sunnywold	Yale-Cariboo B.C	44 85	35 00		
Sunrise	North C. Breton & Vict N.S	10 00	35 00		
Sunset	Regina Sask	22 00	35 00		
Sunshine	Huron, E.R O	23 20	35 00		
Surrey Centre	New Westminster B.C	102 70	49 00		
Sussex Corner	Kings & Albert N.B	322 25	117 00	3 00	13 00
Sutherland	Essex, N.R O	58 75	36 00		
Sutherland's River	Pictou N.S	25 00	35 00		
Sutorville	Lambton, E.R O	146 00	66 00		6 00
Sutton	St. John N.B	23 75	35 00		
Sutton Bay	Nipissing O	32 00	35 00		
Swallowhurst	Edmonton Alta	49 89	35 00		
Swan Creek	Sunbury & Queens N.B	52 00	35 00		
Swanson	Sask Sask	131 70	53 00	9 33	3 00
Swansburg	Shelburne & Queeus N.S	71 10	35 00	3 00	
Swannell	Humboldt Sask	5 00	35 00		
Swarthmore	Battleford Sask	169 50	115 00		9 50
Sweaburg	Oxford, S.R O	202 35	101 00		13 00
Sweenyville	Kent N.B	18 00	35 00		
Sweetland	Lunenburg N.S	8 00	35 00		
Sweet's Corners	Hants N.S	91 50	37 00		
Sweet Valley	Medicine Hat Alta	189 87	59 00		6 00
Sweet's Corners	Leeds O	51 00	35 00		
Swinbourne	Sask	*g*7 00			
j Swindon	Parry Sound O	9 50	29 16		
Switzerville	Lennox & Addington O	15 00	35 00		

a Opened 1-8-10. *b* Opened 1-9-10. *c* Opened 1-12-10. *d* Opened 1-1-11. *e* Closed 1-11-10. *h* Opened 15-3-11. *f* Including $15 night allowance. *g* Credit supply for a new office not yet opened. *h* Including $20 night allowance. *j* Closed 1-2-11—opened 15-4-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
i Sybil Cove	Chicoutimi & Saguenay Q	....	....	....	....
a Sycamore	Strathcona ... Alta	20 00	33 65	....	....
Sydenham Place	Drummond & Artha'ka. Q	44 20	35 00	3 00	....
Sydney Forks	South Cape Breton ... N.S	38 00	35 00	8 00	....
Sydney River	S. C. Breton ... N.S	61 50	*j* 50 00	....	....
Sykeston	Lambton, W.R ... O	55 55	35 00	....	....
Sylvan	Middlesex, N.R ... O	133 80	65 00	2 25	6 00
Sylvan Valley	Algoma, W.R ... O	53 24	35 00	....	....
Sylvania	Prince Albert ... Sask	18 25	35 00	....	....
Sylvester	Pictou ... N.S	37 00	35 00	....	....
Synton	Kings & Albert ... N.B	15 00	35 00	....	....
Sypher's Cove	Sunbury & Queens ... N.B	10 00	35 00	....	....
TACHÉ STATION	Thunder B. & Rainy R. O	56 60	35 00	....	....
Tadousac West	Chicoutimi & Saguenay Q	34 75	35 00	....	....
Taft	Yale-Cariboo ... B.C	254 99	69 00	....	6 00
Talon	St. Johns & Iberville ... Q	23 27	35 00	....	....
Tain	Norfolk ... O	26 00	*e* 45 00	....	....
Talbot	Red Deer ... Alta	227 90	145 00	13 10	13 00
Talbotville Royal	Elgin, W.R ... O	169 25	92 00	....	6 00
c Tamarisk	Dauphin ... M	....	19 12	....	....
g Tambling's Corners	Middlesex, E.R. ... O	....	*f*	....	....
Tancook Island	Lunenburg ... N.S	138 05	57 00	....	6 00
Tancred	Lambton, E.R ... O	9 00	35 00	....	....
Tancredia	Pontiac ... Q	108 50	68 00	....	6 00
d Tanguay	Stanstead ... Q	10 00	5 83	....	....
Tankville	Westmoreland ... N.B	8 50	35 00	....	....
Tansley	Halton ... O	86 25	42 00	....	....
Tantallon	Halifax ... N.S	216 90	*j* 115 00	....	13 00
Tapley's Mills	Carleton ... N.B	20 00	35 00	....	....
Tapleytown	Wentworth, S.R ... O	102 65	51 00	....	3 00
Tarentorus	Algoma, W.R ... O	33 00	35 00	....	....
Tarbert	Dufferin ... O	21 70	35 00	....	....
Tarbot	North Cape Breton & Victoria ... N.S	48 95	35 00	....	....
Tarrys	Kootenay ... B.C	49 25	*k* 37 50	....	....
b Tartan	Grey, S.R ... O	25 58	32 08	....	....
Taschereau	Beauce ... Q	255 00	150 00	3 00	19 00
Tatamagouche Mountain	Colchester ... N.S	26 85	35 00	....	....
Tatehurst	Chateauguay ... Q	125 75	65 00	....	6 00
Tatlock	Lanark, N.R ... O	38 25	35 00	5 25	....
Taunton	Ontario, S.R ... O	95 50	48 00	....	....
Tay Falls	York ... N.B	27 25	35 00	....	....
Taylor	Leeds ... O	48 60	35 00	....	....
Taylorboro	Humboldt ... Sask	27 75	35 00	....	....
Taylor's Head	Halifax ... N.S	29 00	*e* 45 00	....	....
Taylorside	Prince Albert ... Sask	28 00	35 00	....	....
Taylor Village	Westmoreland ... N.B	56 23	35 00	....	....
Taylorville	Medicine Hat ... Alta	51 75	35 00	....	....
Tay Mills	York ... N.B	42 00	35 00	....	....
Tay Settlement	York ... N.-B	76 25	44 00	....	....
h Tayside	Stormont ... C	4 54	32 08	....	....
Teeterville	Norfolk ... O	242 54	123 00	....	13 00

a Opened 15-4-10. *b* Opened 1-5-10. *c* Closed 17-10-10. *d* Opened 1-2-11. *e* Including $10 night allowance. *f* For Revenue, &c., see Appendix C under London sub offices. *g* Sub office 1-11-10. *h* Closed 1-3-11. *i* Summer office. *j* Including $12 night allowance. *k* Including $2.50 night allowance

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tehkummah	Algoma, E.R. O	103 80	68 00	24 00	6 00
Telfer	Middlesex, E.R. O	17 00	35 00		
Telegraph Creek	Comox-Atlin B.C	123 20	53 00		6 00
Telford	Pictou N.S	9 00	35 00		
Telfordville	Strathcona Alta	88 43	38 00	11 33	
*a*Telkwa	Comox-Atlin B.C	102 00	23 33		
*e*Temagami Park	Nipissing O	40 00	23 00		
Temple	York N.B	31 95	35 00		
Templeton	Strathcona Alta	17 50	35 00		
Tempo	Middlesex, E.R. O	60 50	35 00	6 00	
Tenby	Dauphin M	313 95	*h*195 00		19 00
Tenby Bay	Algoma, W.R. O	42 30	35 00		
Tenecape	Hants N.S	80 00	44 00		
Ten Mile Creek	St. John N.B	60 00	36 00		
Ten Mile House	Queens P.E.I	18 00	35 00		
Tennant's Cove	Kings & Albert N.B	40 00	35 00		
Tennyson	Lanark, S.R. O	26 00	35 00		
c Terrence	Brandon M	102 56	35 00		
Terence Bay	Halifax N.S	22 50	*g*45 00		
Terminus	Lambton, W.R. O	28 00	35 00		
Terra Cotta	Peel O	138 00	56 00	4 00	6 00
Terra Nova	Dufferin O	115 00	51 00		6 00
Terra Nova	South Cape Breton N.S	23 00	35 00		
Terra Nova	New Westminster B.C	101 00	63 00		6 00
Teston	York, C.R. O	73 54	35 00		
Tête à Gauche River (North Side)	Gloucester N.B	12 00	35 00		
Tête à Gauche River (South Side)	Gloucester N.B	24 10	35 00		
c Tête à la Baleine	Chicoutimi & Saguenay Q	2 08	16 16		
Tetreauville	Laval Q	262 00	86 00		6 00
Tewkesbury	Québec Q	12 00	35 00		
Texas River	York N.B	35 00	35 00		
Tezarton	Moosejaw Sask	43 30	35 00		
f Thacker	Assa Sask	58 75	35 75		
Thalberg	Selkirk M	41 05	35 00		
Thames Road	Huron, S.R. O	50 00	35 00		
The Barony	York N.B	35 50	35 00		
The Bluffs	Kings & Albert N.B	22 00	35 00		
The Falls	Colchester N.S	61 50	38 00		
The Gap	Calgary Alta	71 27	*i*68 50		6 00
The Glades	Westmoreland N.B	25 00	35 00		
The Gore	Middlesex, E.R. O	35 25	35 00		
The Grange	Peel O	44 75	35 00		
The Grant	Kings & Albert N.B	40 25	35 00		
The Grove	Middlesex, E.R. O	38 03	35 00		
The Gully	Northumberland, W.R. O	32 00	39 00		
The Hawk	Shelburne & Queens N.S	64 50	49 00		
*d*The Hub	Red Deer Alta	14 00	7 30		
The Landing	Portage la Prairie M	178 00	84 00		6 00
*j*Thelma	Medicine Hat Alta	10 00			
The Lodge	Lunenburg N.S	39 10	35 00		
The Long Stretch	Inverness N.S	12 00	35 00		
The Manor	Sunbury & Queens N.B	12 00	35 00		
The Maples	Dufferin O	55 60	35 00		
The Narrows	Danphin M	112 60	40 00		
The Pas	Keewatin Sask	438 10	131 50	5 00	12 50
The Pines	Lennox & Addington O	20 00	35 00		

a Opened 1-8-10. *c* Closed temporarily 14-5-10; re-opened 15-10-10. *d* Opened 16-1-11. *e* Summer office. *f* Closed 1-3-11. *h* Including $20 night allowance. *i* Including $7.50 night allowance, $3.75 of which is arrears. *j* Opened 15-3-11. *g* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
The Points, West Bay	Richmond N.S	31 00	*m*45 00		
The Range	Sunbury & Queens N.B	92 55	43 00		
l Therésa	Moosejaw Sask	18 00	14 58		
Thériault	Gloucester N.B	20 00	35 00		
The Ridge	Hastings, W.R O	72 95	41 00		
Therien	Victoria Alta	37 70	35 00		
Thetford North	Megantic Q	191 35	35 00		
The Slash	Algoma, E.R O	41 00	35 00		
The Willows	Northumberland N.B	40 54	35 00		
Thibodeau	Lotbinière Q	122 37	62 00		6 00
Thibeauville	Richmond N.S	39 00	35 00		
Thigh Hill	Macleod Alta	194 70	75 00	10 89	6 00
Thingvalla	Saltcoats Sask	10 00	35 00		
Thistle	Grey, S.R. O	22 25	35 00		
Thistletown	York, C.R. O	101 00	77 00		6 00
Thivierge	Bonaventure Q	86 00	44 50		
Thomaston	York N.B	64 13	35 00		
Thomond	Kings & Albert N.B	16 00	35 00		
Thompsonville	Simcoe, S.R O	57 80	37 00		
Thornbrook	Kings & Albert N.B	17 00	35 00		
Thornby	Pontiac Q	52 87	35 00		
Thorn Centre	Pontiac Q	29 93	35 00		
Thorncliffe	Kent, E.R O	57 00	36 00		
Thorndyke	Queens P.E.I	10 50	35 00		
Thorne's Cove	Annapolis N.S	97 00	47 00		
Thornyhurst	Lambton, W.R O	29 25	35 00		
Thorpe	Lennox & Addington O	21 00	35 00		
Thorsby	Strathcona Alta	17 00	35 00		
Three Brooks	Victoria N.B	53 75	35 00		
Three Brooks	Pictou N.S	15 00	35 00		
Three Fathom Harbour	Halifax N.S	35 00	35 00		
c Three Forks	Kootenay B.C	25 00	2 91		
Three Lakes	Beauce Q	75 12	61 00		6 00
Three Mile Plains	Hants N.S	208 35	94 00		6 00
Throoptown	Grenville O	7 47	35 00		
Thrums	Kootenay B.C	92 05	*i*46 50		
Thunder Creek	Moosejaw Sask	81 90	48 00		
Thunder Hill	Dauphin M	36 75	35 00		
Thunder Hill	Kootenay B.C	17 50	35 00		
Thunder River	Chicoutimi & Saguenay Q	75 80	*h*53 00		
Thurlow	Comox-Atlin B.C	134 40	55 00		3 00
Thwaites	Nipissing O	32 25	35 00		
Tichborne	Frontenac O	215 75	97 00		9 50
Tiddville	Digby N.S	6 86	35 00		
a Tide Lake	Medicine Hat Alta	45 92	11 67		
Tidnish Bridge	Westmoreland N.B	95 75	77 00		6 00
Tilley	Victoria N.B	57 25	35 00		
Tilley	Leeds O	36 00	35 00		
b Tilley Station	Medicine Hat Alta	82 00	19 02		
Tilly	Humboldlt Sask	35 55	35 00		
Tilley Road	Gloucester N.B	53 55	35 00		
Timberland	New Westminster B.C	109 40	35 00		
Timber River	Westmoreland N.B	34 42	35 00		
f Timiskaming	Pontiac Q		*g*171 55		*g*21 75
k Temiskaming Station	Pontiac Q	725 81	*j*171 80		*j* 21 50

a Opened 1-12-10. *b* Opened 15-9-10. *c* Re-opened 1-3-11. *f* Summer office *g* Including $11.55 arrears of salary and $2.75 arrears of rent. *h* Including $12 night allowance. *i* Including $2.50 night allowance. *j* Including $11.80 arrears of salary and $2.50 arrears of rent. *k* Closed from 17th Jan. to 11th Feb., 1910. *l* Opened 1-11-10. *m* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tinchebray	Red Deer, Alta	60 60	35 00		
Tindastoll	Red Deer, Alta	21 00	35 00		
Tingley	Kings & Albert, N.B	13 00	35 00		
Tintern	Lincoln, O	117 95	*h*97 00		6 00
Tiny	Mackenzie, Sask	164 25	49 50		3 00
Tioga	Simcoe, S.R, O	166 64	84 00		6 00
a Tippins	Pontiac, Que	24 00	23 33		
Tiree	Saltcoats, Sask	14 50	35 00		
Titus Station	Richmond & Wolfe, Q	40 00	35 00		
Titusville	Kings & Albert, N.B	100 95	*k*56 00		3 00
Tobermory	Bruce, N.R, O	268 50	152 00		19 00
Tobique Narrows	Victoria, N.B	22 00	35 00		
Tobique River	Victoria, N.B	84 75	36 00		
Tolman	Red Deer, Alta	139 75	57 00		6 00
a Tolmie	Bruce, N.R, O	21 15	23 33		
Tolsta	Compton, Q	13 00	35 00		
Tomahawk	Edmonton, Alta	124 70	59 00	7 50	6 00
Tompkins	Moosejaw, Sask	717 00	*l* 254 00		25 00
Tompkinsville	Guysborough, N.S	5 00	35 00		
Toney Mills	Pictou, N.S	43 00	35 00		
Toney River	Pictou, N.S	34 75	35 00		
Tongue Creek	Macleod, Alta	22 20	35 00		
Tooleton	Kings & Albert, N.B	35 50	35 00		
Top Cliff	Grey, S.R, O	37 15	35 00		
Topping	Perth, N.R, O	31 10	35 00		
Torbay	Guysborough, N.S	67 45	35 00		
Torbrook	Annapolis, N.S	222 05	113 00		13 00
Torbrook East	Annapolis, N.S	56 65	35 00		
b Torbrook West	Annapolis, N.S	116 00	17 50		
c Torryburn	St. John, N.B	35 00	26 25		
Tormore	York, C.R, O	37 00	35 00		
Toronto, sub-office No. 36	York, S.R, O	*j*	*j*		
d Totten	Lambton, E.R, O	26 40	17 50		
Totonka	Marquette, M	5 50	35 00		
Touchwood Hills	Humboldt, Sask	68 00	65 00		3 00
Touffe des Pins	Beauce, Q	43 50	35 00		
c Toupin	Richmond & Wolf, Q	27 31	29 16		
Tourelle	Gaspe, Q	73 50	35 00		
Tourigny	Drummond & Artha'ka, Q	26 75	35 00		
Toutes Aides	Dauphin, M	49 50	35 00		
Town Plot	Kings, N.S	75 00	68 00		6 00
Townsend Centre	Norfolk, O	105 16	62 00		6 00
Toy's Hill	Dundas, O	29 00	35 00		
Tracadie Cross	Queens, P.E.I	58 50	35 00	6 00	
Tracadie Road	Guysborough, N.S	2 00	35 00		
Tracey's Mills	Carleton, N.B	82 30	37 00		
Traceyville	Sunbury & Queens, N.B	9 36	35 00		
Trafalgar	Halton, O	236 49	121 00	14 00	13 00
Trafalgar	Guysborough, N.S	34 50	35 00		
Trafford	Lennox & Addington, O	11 00	35 00		
Tralee	Wellington, N.R, O	57 65	35 00		
Tramore	Renfrew, S.R, O	70 05	35 00		
g Tranter	Dauphin, M	119 14	29 16		
Traveller's Rest	Prince, P.E.I	54 25	35 00	3 00	
Traverston	Grey, S.R, O	42 25	35 00		

a Opened 1-8-10. *b* Opened 1-10-10. *c* Opened 1-7-10. *d* Opened 1-8-10. *e* Opened 1-6-10. *g* Opened 1-6-10. *h* Including $24 night allowance. *j* For Revenue, &c., see Appendix C under Toronto sub offices. *k* Including $4 special salary allowance. *l* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Trecastle	Wellington, N.R. O	26 25	35 00		
Tregarva	Regina Sask	129 05	52 00		6 00
Tremont	Kings N.S	39 75	35 00		
Trenholm	Drummond & Artha'ka Q	133 80	52 00		6 00
h Trent River	Northumberland, E.R. O	167 50	68 00		6 00
Trenville	Red Deer Alta	214 40	82 00		6 00
Trevelyan	Brockville O	50 00	35 00		
Trilby	Queens P.E.I	13 35	35 00		
Tring	Victoria Alta	69 85	35 00		
Trinity	Wentworth O	47 00	35 00		
Trinity Valley	Yale-Cariboo B.C	47 90	35 00		
Tristram	Red Deer Alta	51 00	35 00		
i Triton Fishing Club	Quebec Q	60 00	30 00		
c Triwood	Kootenay B.C	84 75	45 75		4 50
Trois Pistoles Est	Témiscouata Q	19 00	35 00		
Trois Saumons	L'Islet Q	121 60	51 50		3 00
Trois Saumons Station	L'Islet Q	35 75	35 00		
Trottier	Drummond & Artha'ka. Q	64 25	35 00		
Trout Brook	Northumberland N.B	26 00	35 00		
Trout Brook	Drummond & Artha'ka. Q	99 50	48 00		
Trout Brook	South Cape Breton N.S	30 75	35 00		
Trout River	Huntingdon Q	147 50	62 00		6 00
Trout River	Inverness N.S	44 00	35 00		
Trout Stream	Gloucester N.B	41 25	35 00		
Troy	Wentworth O	269 22	115 00		*e*20 00
Troy	Inverness N.S	33 00	35 00		
Truemanville	Cumberland N.S	53 00	35 00		
Truax	Qu'Appelle Sask	18 00	35 00		
Trudeau	Thunder Bay & R. R. O	69 96	35 00		
Tuam	Simcoe, S.R. O	47 20	35 00	10 00	
Tuffnell	Mackenzie Sask	120 75	44 00		
Tuftsville	Hastings, W.R. O	50 25	35 00		
Tullesville	Moosejaw Sask	233 54	112 00	32 00	13 00
Tullochgorum	Châteauguay Q	47 75	35 00		
Tullymet	Saltcoats Sask	77 45	35 00		
Tumbell	Marquette M	19 00	35 00		
Tunstall-Bay	Comox-Atlin B.C	214 95	126 00		13 00
*d*Tupper	Dauphin M		2 91		
Tupperville	Annapolis N.S	152 00	76 00		6 00
Turbine	Algoma, E.R. O	88 40	79 50		6 00
Turcotte	Nicolet Q	*g*10 00			
Turenne	Lotbinière Q	59 95	35 00		
Turgeon	Bellechasse Q	25 00	35 00		
Turgeon	Gloucester N.B	104 30	63 00		6 00
Turgoose	Nanaimo B.C	213 65	103 00		13 00
*a*Turin	Medicine Hat Alta	42 20	14 58		
Turriff	Hastings, E.R. O	122 05	60 00		6 00
Turner	Assa Sask	48 35	35 00		
Turnhill	Moosejaw Sask	21 50	35 00		
Turnerville	Kent, E.R. O	126 31	53 00		6 00
Turtle Creek	Kings & Albert N.B	92 15	38 00	10 00	
Turtle Lake	Parry Sound O	40 25	35 00		
Turtle River	Dauphin M	19 75	35 00		
Tuscarora	Brant O	205 33	95 00		9 50
*b*Tuscola	Moosejaw Sask	14 00	8 75		
Tusket Falls	Yarmouth N.S	20 00	35 00		

a Opened 1-11-10. *b* Opened 1-1-11. *c* Closed 1-1-11. *d* Closed 1-5-10. *e* Including $7 arrears of rent. *g* Credit supply for a new office not yet opened. *h* Late Trent Bridge. *i* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tutela	Brant O	*f*	*f*		
Tweedside	Wentworth O	17 50	35 00		
Tweedside	York N.B	71 75	36 00		
Twin Butte	Macleod Alta	206 10	66 00		6 00
Twin Elm	Carleton O	70 84	37 00		
Two Creeks	Marquette M	38 00	35 00		
Two Rivers	Cumberland N.S	75 00	35 00		
Tynecastle	Regina Sask	74 00	35 00		
Tynehead	New Westminster B.C	77 00	43 00		
Tyner	Moosejaw Sask	233 20	66 50	8 00	6 00
Tyneside	Haldimand O	91 52	48 50		3 00
Tyotown	Glengarry O	40 25	35 00		
Tyrconnell	Elgin, W.R O	82 50	60 00		6 00
Tyrol	Victoria Alta	60 08	35 00		
Tyrone	Durham O	220 75	140 00		13 00
Tyrone	Queens P.E.I	20 00	35 00		
Tyrrell	Norfolk O	133 60	73 00		6 00
Tzouhalem	Nanaimo B.C	394 00	238 00		25 00
c UBLEY	Battleford Sask	1 28	23 33		
Ucluelet	Comox-Atlin B.C	197 00	58 00		6 00
Udney	Ontario, N.R. O	223 46	131 00		13 00
Udora	York, N.D. O	255 56	124 00		13 00
U. E. Loyalist	Lennox & Addington O	52 00	35 00		
Ufford	Muskoka O	80 30	35 00		
Uhthoff	Simcoe, E.R O	173 20	71 00	6 00	6 00
Ullswater	Muskoka O	67 40	35 00		
Ulster	Strathcona Alta	31 75	35 00		
Umatilla	Dauphin M	22 00	35 00		
Umfraville	Hastings, E.R O	25 00	35 00		
Una	Moosejaw Sask	252 83	88 00	1 75	6 00
Underhill	Northumberland N.B	85 05	35 00		
Underhill	Souris M	186 90	105 00	6 00	13 00
Undine	Victoria N.B	31 00	35 00		
Uneda	Lanark, N.R O	34 25	35 00		
Union Centre	Picton N.S	8 50	35 00		
Union Corner	Carleton N.B	37 00	35 00		
Union Corner	Prince P.E.I	45 00	35 00		
Union Creek	Peterboro, W.R. O	58 75	35 00		
*a*Uniondale	Oxford, N.R O	28 40	17 50		
Union Hall	Lanark, N.R O	25 20	35 00		
Union North	Queens P.E.I	24 30	35 00		
Union Point	Provencher M	66 90	39 50		
Union Road	Queens P.E.I	19 70	35 00		
*d*Uno	Marquette Man	31 00	5 83		
Union Square	Lunenburg N.S	38 00	35 00		
Uplands	Parry Sound O	16 00	35 00		
Upper	Haldimand O	9 00	*e*45 00		
Upper Abougoggin	Westmoreland N.B	76 00	38 00		
Upper Baddeck River	North Cape Breton & Victoria N.S	31 62	35 00		
Upper Balmoral	Restigouche N.B	62 20	35 00		
Upper Bass River	Colchester N.S	54 80	35 00		
Upper Bay du Vin	Northumberland N.B	50 00	35 00		
Upper Bear Island	York N.B	47 00	35 00		

a Opened 1-10-10. *c* Closed 1-12 10. *d* Opened 1-2-11. *e* Including $10 night allowance.
f For revenue, &c., see appendix C. under Brantford, Ont.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Bedford	Missisquoi, Q	297 42	*a*167 50	......	15 00
Upper Big Tracadie	Guysborough, N.S	35 50	35 00	......	......
Upper Blackville	Northumberland, N.B	82 25	55 00	4 38	6 00
Upper Branch	Lunenburg, N.S	60 00	35 00	......	......
Upper Brighton	Carleton, N.B	64 10	35 00	......	......
Upper Brookside	Colchester, N.S	15 00	35 00	......	......
Upper Buctouche	Kent, N.B	44 00	35 00	......	......
Upper Burlington	Hants, N.S	29 05	35 00	......	......
Upper Burton	Sunbury & Queens, N.B	35 75	35 00	......	......
Upper Canard	Kings, N.S	145 98	74 50	......	6 00
Upper Cape	Westmoreland, N.B	76 10	41 00	......	......
Upper Caraquet	Gloucester, N.B	167 50	89 00	......	6 00
Upper Caverhill	York, N.B	48 00	35 00	......	......
Upper Charlo	Ristigouche, N.B	67 57	35 00	3 00	......
Upper Chelsea	Lunenburg, N S	16 50	35 00	......	......
*b*Upper Clarence	Annapolis, N.S	101 04	35 00	......	......
Upper Clements	Annapolis, N.S	76 50	41 00	......	......
Upper Clyde River	Shelburne & Queens, N.S	22 00	35 00	......	......
Upper Coal Creek	Sunbury & Queens, N.B	17 50	35 00	......	......
Upper Coverdale	Kings & Albert, N.B	9 30	35 00	......	......
Upper Derby	Northumberland, N.B	50 50	35 00	......	......
Upper Dorchester	Westmoreland, N.B	160 25	76 00	18 00	6 00
Upper Dover	Westmoreland, N.B	16 75	35 00	......	......
Upper Dyke Village	Kings, N.S	77 00	43 00	......	......
Upper Economy	Colchester, N S	57 25	*a* 47 00	......	......
Upper Fort Lawrence	Cumberland, N.S	37 25	35 00	......	......
Upper Gaspereaux	Sunbury & Queens, N.B	33 75	35 00	......	......
Upper Glencoe	Inverness, N.S	34 50	35 00	......	......
Upper Glen Road	Antigonishe, N.S	10 00	35 00	......	......
Upper Golden Grove	Kings & Albert, N.B	16 44	35 00	......	......
Upper Goshen	Kings & Albert, N.B	17 00	35 00	......	......
Upper Grand Mira	South Cape Breton, N.S	28 75	35 00	......	......
Upper Granville	Annapolis, N.S	65 50	41 00	......	......
Upper Greenwich	Kings & Albert, N.B	28 75	35 00	......	......
Upper Hainesville	York, N.B	88 75	45 00	......	......
Upper Hampstead	Sunbury & Queens, N.B	40 00	35 00	......	......
c Upper Hamwell	York, N.B	*c*6 00	......		
Upper Kempt Head	North Cape Breton & Victoria, N.S	13 00	35 00	......	......
Upper Kemptown	Colchester, N.S	10 00	35 00	......	......
Upper Kensington	Jacques Cartier, Q	63 50	35 00	......	......
Upper Kent	Carleton, N.B	171 05	75 00	3 00	6 00
Upper Keswick	York, N.B	60 00	35 00	......	......
Upper Keswick Ridge	York, N.B	25 00	35 00	......	......
Upper Kingsbury	Lunenburg, N.S	37 45	35 00	......	......
Upper Kintore	Victoria, N.B	31 45	35 00	......	......
Upper Knoxford	Carleton, N.B	60 71	35 00	......	......
Upper La Have	Lunenburg, N.S	104 25	39 00	......	......
Upper Lakeville	Halifax, N.S	23 00	35 00	......	......
Upper Lawrencetown	Halifax, N.S	6 00	35 00	......	......
Upper Leitch's Creek	North Cape Breton & Victoria, N.S	11 50	35 00	......	......
Upper Loch Lomond	St John, N.B	32 00	35 00	......	......
Upper Magaguadavic	York, N.B	54 75	35 00	......	......
Upper Main River	Kent, N.B	24 00	35 00	......	......
Upper Malagash	Cumberland, N.S	25 00	35 00	......	......
Upper Margaree	Inverness, N.S	21 50	35 00	3 00	......

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a Including $12 night allowance. *b* Late Dells Corners. *c* Credit supply for a new office not yet opened. *a* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Maugerville	Sunbury & Queens, N.B	89 80	52 00		6 00
Upper Melbourne	Richmond & Wolfe, Q	203 00	87 00		6 00
Upper Middleboro'	Cumberland, N.S	116 26	53 00		6 00
Upper Middle River	North Cape Breton & Victoria, N.S	49 20	35 00	6 00	
Upper Nappan	Cumberland, N.S	28 00	35 00		
Upper Nelson	Northumberland, N.B	63 00	35 00		
Upper New Cornwall	Lunenburg, N.S	56 25	35 00		
Upper New Harbour	Guysborough, N.S	46 65	35 00	12 00	
Upper New Horton	Kings & Albert, N.B	52 00	35 00		
Upper New Port	Hants, N.S	114 75	39 00		
Upper Nine Mile River	Hants, N.S	147 75	71 00		6 00
Upper North River	Colchester, N.S	15 00	35 00		
Upper Ohio	Shelburne & Queens, N.S	29 50	35 00		
Upper Otnabog	Sunbury & Queens, N.B	23 00	35 00		
Upper Peel	Carleton, N.B	13 10	35 00		
Upper Pereaux	Kings, N.S	59 00	41 00		
Upper Pugwash	Cumberland, N.S	33 50	35 00		
Upper Queensbury	York, N.B	102 00	49 00		
Upper Rawdon	Hants, N.S	127 00	59 00		6 00
Upper Rexton	Kent, N.B	32 96	35 00		
Upper River Dennis	Inverness, N.S	16 00	35 00		
Upper Rockport	Westmoreland, N.B	29 50	35 00		
Upper St. Maurice	Kent, N.B	9 00	35 00		
a Upper Ste. Rose	Gloucester, N.B	34 75	26 25		
Upper Sackville	Halifax, N.S	17 90	35 00		
Upper Sackville	Westmoreland, N.B	266 00	95 00	5 00	13 00
Upper Scotsburn	Pictou, N.S	10 00	35 00		
Upper Sheffield	Sunbury & Queens, N.B	64 00	36 00		
Upper Smithfield	Guysborough, N.S	40 00	*h*47 00		
Upper Southampton	York, N.B	21 00	35 00		
Upper South River	Antigonishe, N.S	202 00	76 00	5 00	6 00
Upper South West Mabou	Inverness, N.S	13 50	35 00		
Upper Springfield	York, N.B	37 00	35 00		
Upper Springfield	Antigonishe, N.S	14 00	35 00		
Upper Sumas	New Westminster, B.C	53 82	42 00		
Upperton	Kings & Albert, N.B	36 00	35 00		
Upper Washabuck	North Cape Breton and Victoria, N.S	22 45	35 00		
b Upper Wedgeport	Yarmouth, N.S	64 25	29 16		
Upper Welsford	Sunbury & Queens, N.B	38 35	35 00		
Upper Westmoreland	Queens, P.E.I	34 00	35 00		
c Upper West New Harbour	Guysboro, N.S	10 00	8 75		
Upper Whitehead	Guysborough, N.S	19 00	35 00		
Upper Wicklow	Carleton, N.B	30 00	35 00		
Upper Williamsburg	York, N.B	59 35	35 00		
Upper Wood Harbour	Shelburne & Queens, N.S	40 40	*h*53 50		
Upton Lot 55	Kings, P.E.I	12 00	35 00		
Uptergrove	Ontario, N.R., O	148 00	82 00		6 00
Urbania	Hants, N.S	94 05	45 00		
Urbinville	Prince, P.E.I	22 00	35 00		
Urney	Kings & Albert, N.B	11 00	35 00		
Urquharts	Kings & Albert, N.B	24 00	35 00		
Ursa	Victoria & Haliburton, O	34 95	35 00		
Usher	Antigonishe, N.S	14 20	35 00		
Usona	Strathcona, Alta	25 00	35 00		
Utica	Ontario, S.R., O	81 00	35 00		
Utopia	Simcoe, S.R., O	150 45	65 00		6 00

a Opened 1-7-10. *b* Opened 1-6-10. *c* Opened 1-1-11. *h* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Utopia	Charlotte, N.B	32 00	35 00		
Uttoxeter	Lambton, W.R., O	76 00	52 00		6 00
VACHELL	York, N.R., O	60 25	35 00		
Val Barrette	Labelle, Q	399 77	*f*127 63		*g*16 00
e Val Blair	Moosejaw, Sask	14 00	5 83		
Valcartier	Québec, Q	121 20	49 00		
Valcartier Station	Québec, Q	50 00	35 00		
Valcartier Village	Québec, Q	122 49	64 00		6 00
Val des Eboulis	Vaudrieul, Q	18 00	35 00		
d Val des Sables	Vaudreuil, Que	37 00	32 08		
Valencay	Labelle, Q	61 55	*o*47 00		
Valenciennes	Megantic, Q	31 50	35 00		
Valens	Wentworth, O	223 00	91 00		6 00
Valentia	Victoria & Haliburton, O	169 03	88 00		6 00
Vale Perkins	Brome, Q	142 00	74 00		6 00
Valetta	Kent, W.R., O	196 08	85 00		6 00
Valin	Chicoutimi & Saguenay, Q	25 00	35 00		
k Vallee St. Claire	Moosejaw, Sask	12 00	2 91		
Vallejo	Red Deer, Alta	86 10	35 00		
Vallentyne	Ontario, N.R., O	123 35	70 00		6 00
Valley	Qu'Appelle, Sask	20 00	35 00		
n Valley Centre	Battleford, Sask	*m*7 00	11 67		
Valleyfield	Queens, P.E.I	29 05	35 00		
Valleyfield, East	Kings, P.E.I	25 30	35 00		
Valley Mills	Inverness, N.S	18 00	35 00		
Valley River	Dauphin, M	112 38	59 00		6 00
Valley Road	Cumberland, N.S	28 00	35 00		
Valley Station	Colchester, N.S	88 30	49 00	12 00	
Valmont	Champlain, Q	119 50	72 00		6 00
Valmorin	Terrebonne, Q	228 50	104 00		13 00
Val Nation	Prescott, O	18 00	*l*35 00		
Valois	Jacques Cartier, Q	43 50	35 00		
Valparaiso	Prince Albert, Sask	102 55	*p*52 50		3 00
Val Quesnel	Labelle, Q	138 30	40 00		
Valracine	Compton, Q	112 05	*h*111 00		6 00
b Vance	Battleford, Sask	46 32	30 67		
Vanbrugh	Renfrew, S.R., O	40 20	35 00	5 00	
Van Bruyssel	Québec, Q	164 50	94 50		9 50
Vancamp	Dundas, O	72 00	*h*70 00		6 00
Vandecar	Oxford, S.R., O	75 00	37 00		
Vandeleur	Grey, E.R., O	75 00	42 50		
Vandorf	York, N.R., O	210 03	82 00		6 00
Vandura	Qu'Appelle, Sask	152 67	35 00		
Van Horn	Kent, W.R., O	22 00	35 00		
Vankoughnet	Muskoka, O	131 45	65 00		6 00
Vanneck	Middlesex, E.R., O	62 50	35 00		
Vannes	Dauphin, M	51 00	35 00		
Vansickle	Hastings, W.R., O	30 00	35 00		
Vanvlack	Simcoe, N.R., O	41 30	35 00		
Van Winkle	Yale-Cariboo, B.C	107 50	*h*87 00		6 00
Varency	Haldimand, O	93 18	53 00		6 00
Varney	Grey, S.R., O	186 75	70 00	2 75	6 00
Vasey	Simcoe, E.R., O	227 70	124 00		13 00

b Opened 16-5-10. *d* Opened 1-5-10. *e* Opened 1-2-11. *f* Including $13.13 night allowance and $9.50 arrears of salary. *g* Including $3 arrears of rent allowance. *h* Including $20 night allowance. *k* Opened 1-3 11. *m* Credit supply for a new office not yet opened. *o* Including $12 night allowance. *p* Including $5 night allowance. *n* Opened 1-12-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Vassar	Provencher M	239 17	*j*100 00		6 00
d Vauban	Temiscouata Q	144 00	72 00		6 00
e Vauvert	Chicoutini & Saguenay Q	45 91	20 41		
Vaucluse	L'Assomption Q	73 50	35 00		
Vaudreuil Station	Vaudreuil Q	414 78	227 00	5 16	25 00
Vaughan	Hants N.S	41 00	35 00		
Vauquelin	Gaspé Q	11 00	35 00		
f Vavenby	Yale-Cariboo B.C	35 00	29 16		
Veillette	Victoria Alta	53 76	35 00		
Vellore	York, C.R O	78 65	53 00		3 00
Velma	Lisgar M	27 50	35 00		
Vendome	Beauharnois Q	16 00	35 00		
Venice	Missisquoi Q	20 00	*i* 45 00		
Venlaw	Dauphin M	30 20	35 00		
Vennachar	Lennox & Addington O	158 01	58 00	3 00	6 00
Ventry	Grey, E.R O	34 50	35 00		
Verdant Valley	Medicine Hat Alta	95 46	35 00		
y Vera	Battleford Sask	19 02	8 75		
Verdun	Bruce, S.R O	20 00	35 00		
Vereker	Essex, S. R. O	42 53	35 00		
Vermillion Bay	Thunder Bay and Rainy River O	253 75	471 00		62 50
Verna	Regina Sask.	51 75	35 00		
Vernal	Antigonishe N.S	15 25	35 00		
Vernet	Labelle Q	12 75	35 00		
Vernon Mines	Kings N.S	12 00	35 00		
Vernon River	Queens P.E.I	137 20	72 00		6 00
Vernonville	Northumberland, W.R. O	143 65	81 00		6 00
Versailles	St. John's & Iberville Q	48 25	35 00		
Verschoyle	Oxford, S.R O	185 41	107 50		9 50
Verte Vallée	Vaudreuil Q	26 70	35 00		
Vesta	Bruce, S.R O	85 05	44 00		
Vestfold	Dauphin M	25 75	35 00		
Vesuvius	Kings N.S	14 00	35 00		
Veuve River	Nipissing O	23 00	35 00		
Vezina's Corner	Richmond & Wolfe Q	34 50	35 00		
Vibank	Qu'Appelle Sask	357 26	*l* 121 00		*l* 9 00
Vicars	Huntingdon Q	58 85	35 00	12 00	
Vickers	Grey, S.R O	44 50	35 00		
Victor	Red Deer Alta	41 47	35 00		
Victoria	Carleton N.B	233 10	121 00		13 00
Victoria	Cumberland N.S	55 00	35 00		
Victoria Sub-office No 2	Victoria B.C	*g*	*g*		
a Victoria Sub-office No. 6.	City of Victoria B.C	*g*	*g*		
Victoria Beach	Annapolis N.S	116 50	64 00		6 00
Victoria Bridge	South Cape Breton N.S	28 50	35 00	3 00	
Victoria Cross	Kings P.E.I	19 00	35 00		
Victoria Corners	Ontario, S.R O	41 00	35 00		
Victoria Harbour	Kings N.S	41 50	35 00		
Victoria Line	Inverness N.S	20 90	35 00		
Victoria Mines	South Cape Breton N.S	79 25	39 00		
Victoria Square	York, C.R. O	130 00	74 00		6 00
Victoria Vale	Annapolis N.S	100 20	35 00		
Victoria West	Prince P.E.I	26 00	35 00		

a Opened 1-12-10. *d* Late Cante. *e* Opened 1-9-10. *f* Opened 1-6-10. *y* Opened 1-1-1. *i* Including $10 night allowance. *j* Including $15 night allowance. *g* For revenue, &c., See Appendix C under Victoria B. C. sub-offices. *l* Including $12 night allowance, $15 arrears of salary and $3 arrears of rent allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Victory	Annapolis, N.S	19 00	35 00		
Victory	Sunbury & Queens, N.B	15 00	35 00		
Vidir	Selkirk, M	80 20	35 00		
Vieille Eglise	Lotbinière, Q	94 50	47 00		
b Viel	Temiscouta, O	86 75	20 41		
Vienneau	Northumberland, N.B	39 00	35 00		
Viewfair	Battleford, Sask	39 50	35 00		
Viewfield	Assa, Sask	43 00	35 00		
Vigo	Simcoe, N.R., O	31 90	35 00		
Village Bélanger	Laval, Q	26 25	35 00		
Villagedale	Shelburne & Queens, N.S	72 50	38 00		
Village Green	Queens East, P.E.I	16 00	35 00		
Village La Prairie	Kent, N.B	10 00	35 00		
Village St. Jean	Kent, N.B	35 25	35 00		
Village St. Onge	Three Rivers and Saint Maurice, Q	241 75	91 00		6 00
Village St. Pierre	Northumberland, N.B	13 00	35 00		
Villa Lea	Humboldt, Sask	37 00	35 00		
c Villefranche	Moosejaw, Sask	43 00	32 08		
Ville Guay	Lévis, Q	43 00	*d* 45 00		
Villemay	Lévis, Q	106 00	38 00		
Villeneuve	Maisonneuve, Q	*e*			
Villeneuve	Edmonton, Alta	74 50	35 00	5 00	
Villeroy	Lotbinière, Q	134 29	60 50		6 00
Villette	Compton, Q	81 00	41 00		
Villiers	Peterborough, E.R., O	117 00	48 00		
Vincelette	Selkirk, Man	60 00	35 00		
Vincennes	Champlain, Q	149 75	77 00		6 00
Vincent	Sunbury & Queens, N.B	30 25	35 00		
Vine	Simcoe, S.R., O	43 00	35 00		
Vinemount	Wentworth, O	166 62	84 00		6 00
Vinette	Russell, O	78 20	47 00		
p Vinoit	Labelle, Q	20 00	16 16		
Vinton	Pontiac, Q	197 39	102 00	7 00	13 00
Viola Dale	Marquette, M	80 75	35 00		
Violet	Lennox & Addington, O	42 55	35 00		
Violet Hill	Dufferin, O	58 00	35 00		
Virgil	Lincoln, O	222 20	110 00		13 00
Vista	Marquette, Man	127 00	75 00		6 00
Vita	Provencher, M	277 25	96 00	7 00	6 00
Vivian	York, N.R., O	64 06	35 00		
Voght Valley	Yale-Cariboo, B.C	40 75	35 00		
Vogler's Cove	Lunenburg, N.S	175 00	72 00		6 00
Vroomanton	Ontario, N.R., O	101 95	45 00		
Vyner	Lambton, W.R., O	33 21	35 00		
WAASIS STATION	Sunbury & Queens, N.B	99 50	40 00		
Waba	Renfrew, S.R., O	144 50	66 00		6 00
Wabasca	Edmonton, Alta	30 05	35 00		
Wabash	Kent, E.R., O	192 03	100 00		13 00
Wabassee	Labelle, Q	133 25	53 50		3 00
Wadden Cove	South Cape Breton, N.S	9 00	35 00		
Wadhams	Comox-Atlin, B.C	130 00	64 00		6 00
Wagarville	Frontenac, O	42 00	35 00		
Wagram	Wellington, N.R., O	17 00	35 00		
Wahstao	Victoria, Alta	80 25	35 00		

b Opened 1-9-10. *c* Opened 1-5-10. *d* Including $10 night allowance. *e* For revenue, &c., See Appendix C under Montreal sub-offices. *p* Opened 15-10-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wah Tay Beg	Nipissing.....O	92 02	67 00		6 00
b Waitville	Prince Albert.....Sask	34 00	26 25		
Wakaw	Humboldt.....Sask	185 80	60 00		6 00
Wakefield Centre	Carleton.....N.B	17 00	35 00		
Waldeck Line	Annapolis.....N.S	33 00	35 00		
Waldegrave	Colchester.....N.S	99 00	52 00		6 00
Waldemar	Dufferin.....O	186 99	107 00		13 00
Walden	Lunenburg.....N.S	30 00	35 00		
Waldersea	Dauphin.....M	55 45	35 00		
Waldorf	Regina.....Sask	32 00	35 00		
Waldhof	Thunder Bay & Rainy River.....O	105 05	50 00		
c Walkerburn	Dauphin.....M	20 00	29 16		
Walhachin	Yale-Cariboo.....B.C	548 27	52 00		6 00
Walkers	Middlesex, W.R.....O	102 72	47 00		
Walkers Cutting	Drumm'd & Arthab'ka.Q	60 50	*e* 48 00		
Walkers Point	Muskoka.....O	52 80	35 00		
Walkers Settlement	Kings & Albert.....N.B	12 30	35 00		
Walkerville	Richmond.....N.S	52 24	35 00		
Wallace	Mackenzie.....Sask	30 74	35 00		
Wallace Bay	Cumberland.....N.S	59 75	35 00		
Wallace Bay South	Cumberland.....N.S	64 62	35 00		
Wallace Bridge	Cumberland.....N.S	213 81	113 00		13 00
Wallace Bridge Station	Cumberland.....N.S	55 00	35 00		
Wallace Grant	Cumberland.....N.S	52 55	35 00		
Wallace Highlands	Cumberland.....N.S	27 05	35 00		
Wallace Mill	Rimouski.....Q	8 00	35 00		
Wallace Point	Peterboro, E.R.....O	39 75	35 00		
Wallace Ridge	Cumberland.....N.S	171 15	82 00	34 00	6 00
Wallace Station	Cumberland.....N.S	116 00	58 00	14 00	6 00
Wallard	Moosejaw.....Sask	*f* 9 00			
Wallbridge	Hastings, W.R.....O	140 00	63 00		6 00
Wallbrook	Kings.....N.S	34 00	35 00		
Wallenstein	Wellington, N.R.....O	161 00	40 50		
Waller	Russell.....O	9 00	35 00		
Walmer	Oxford, N.R.....O	45 00	35 00		
Walnut	Lambton, E.R.....O	32 00	51 00		6 00
Walpole Island	Lambton, W.R.....O	92 94	48 50		3 00
Walton's Lake	Kings & Albert.....N.B	17 00	35 00		
Wanda	Strathcona.....Alta	26 75	35 00		
Wanderland	Middlesex, N.R.....O	12 00	35 00		
Wanganui	Battleford.....Sask	48 41	35 00		
a Wanikewin	Parry Sound.....O	54 52	27 78		
Wanstead	Lambton, W.R.....O	259 43	112 00	32 00	13 00
Wapaha	Souris.....M	22 30	35 00		
Wapske	Victoria.....N.B	142 00	116 00		13 00
Warburton	Leeds.....O	233 80	109 00		13 00
Warden	Shefford.....Q	265 10	158 00	18 00	19 00
Wardenville	Battleford.....Sask	60 81	35 00	1 00	
Ward's Brook	Cumberland.....N.S	109 50	56 00		6 00
Ward's Creek Road	Kings & Albert.....N.B	22 50	35 00		
Wareham	Grey, E.R.....O	77 77	35 00		
Warina	Stormont.....O	43 75	35 00		
Warmley	Assa.....Sask	75 60	35 00		
Warner	Lincoln.....O	36 26	35 00		
Warnock	Battleford.....Sask	58 25	35 00		
Warren	York.....N.B	11 50	35 00		

a Summer office. *b* Opened 1-7-10. *b* Opened 1-9-10. *c* Late Mont de Beauvoir. *e* Including $12 night allowance. *f* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wartburg	Perth, N.R O	68 00	35 00		
Warwick	Victoria Alta	117 57	72 00	30 00	6 00
Wasa	Kootenay B.C	125 95	45 00		
Wascana	Regina Sask	15 75	35 00		
Washabuck Bridge	Victoria N.S	9 00	35 00		
Washabuck Centre	Victoria N.S	29 00	35 00		
Washadamoak	Sunbury & Queens N.B	31 25	35 00		
Washburn	Frontenac O	117 15	65 00	5 00	6 00
Washington	Oxford, N.R O	190 00	*b*105 50		9 50
Wassewa	Souris M	23 00	35 00		
Waterborough	Sunbury & Queens N.B	65 25	35 00		
Waterford	Digby N.S	43 25	35 00		
Waterford	Kings & Albert N.B	121 83	50 00	8 00	6 00
Waterford	Prince P.E.I	27 00	35 00		
Water Glen	Red Deer Alta	90 87	35 00		
Waterloo	Lunenburg N.S	30 00	35 00		
Waternish	Guysborough N.S	39 25	*c*47 00		
Waterside	Kings & Albert N.B	145 25	*c*115 00		6 00
Waterside	Pictou N.S	42 00	35 00	3 00	
Waterton	Brockville O	67 75	35 00		
Watertown	Humboldt Sask	158 00	73 00		6 00
Waterton Mills	Medicine Hat Alta	10 00	35 00		
Watervale	Pictou N.S	65 75	37 00		
Waterville	Carleton N.B	94 60	48 00		
Watford	Lunenburg N.S	26 00	35 00		
Watson Settlement	Carleton N.B	16 20	35 00		
Wattenwyl	Parry Sound O	35 75	35 00		
Watterson Corners	Carleton O	26 75	35 00		
Watt Section, Sheet Harbour	Halifax N.S	108 00	58 00	12 00	6 00
Wattsburg	Kootenay B.C	262 03	95 00		6 00
Wattsview	Marquette M	20 00	35 00		
Waubamick	Parry Sound O	21 50	35 00		
Waubuno	Lambton, W R O	118 00	56 00		6 00
Waudby	Grey, S.R O	16 00	35 00		
Waugh	Gloucester N.B	26 00	*h*41 00		
Waugh	Edmonton Alta	44 00	35 00		
Waugh's River	Colchester N.S	119 00	78 00		6 00
Waupoos	Prince Edward O	119 90	60 00		6 00
Waupoos East	Prince Edward O	85 00	35 00		
a Wawashkesh	Parry Sound O				
Wavy Lake	Strathcona Alta	47 51	55 00	6 00	3 00
Wavy Bank	Selkirk M	33 50	35 00		
Wawbewawa	Nipissing O	28 71	35 00		
d Waybrook	Edmonton Alta	70 66	20 41		
Waweig	Charlotte N.B	114 75	41 00		
Wayerton	Northumberland N.B	13 75	35 00		
Wayford	Cumberland N.S	16 25	35 00		
Wayland	Algoma, W.R O	34 50	35 00		
Wayside	Lanark, S.R O	113 25	52 50		3 00
Way's Mills	Stanstead Q	204 00	115 00		13 00
Wealthy	Victoria Alta	15 45	35 00		
Weatherly	Lunenburg N.S	22 00	35 00		
Weaver	Victoria N.B	17 50	35 00		
Weaver Settlement	Digby N.S	23 00	35 00		
Webb	Moosejaw Sask	1,067 10	*i*303 00	3 00	34 50
Webber	Medicine Hat Alta	*k*10 00			
Webster	Regina Sask	*k*9 00			

a Summer office opened 1-7-10. *b* Including $12 night allowance. *c* Including $25 night allowance.
d Opened 1-9-10. *h* Including $6 night allowance for summer 1910. *i* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Webster's Corner	Queens. P.E.I	35 50	35 00		
Webster's Corners	New Westminster B.C	115 10	42 00		
Weedon	Richmond & Wolfe Q	26 25	35 00		
Weedon Centre	Richmond & Wolfe Q	85 00	50 00		
Weidmann	Lambton, E.R O	62 50	35 00		
Weir	Wentworth O	54 77	35 00		
Weirhill	Assa Sask	18 75	35 00		
Weirstead	Pontiac Q	67 00	41 50		
Weissenburg	Waterloo, N.R O	53 01	35 00		
f Welbeck	Grey, S.R O		10 75		
Wellbank	Moosejaw Sask	39 00	35 00		
Weldon	Prince Albert Sask	96 00	55 00		6 00
Weldon	Kings & Albert N.B	24 00	35 00		
Welby	Saltcoats Sask	62 45	*j* 47 00		
Welch	Westmoreland. N.B	30 75	35 00		
Welcome Pass	Comox-Atlin B.C	58 50	35 00		
e Welland Junction	Welland. O	75 00	35 00		
Wellburn	Middlesex, E.R O	82 05	35 00		
Welling	Medicine Hat Alta	42 11	35 00		
Wellington	Prince P.E.I	7 10	35 00		
Wellington	Yarmouth N.S	57 03	35 00		
Wellington Station	Halifax N.S	34 75	35 00		
Wells	Kings & Albert N.B	20 50	35 00		
Wellsdale	Victoria Alta	50 40	35 00		
c Wellsville	Macleod Alta	26 00	11 67	2 00	
Welsford	Pictou N.S	178 00	81 00		6 00
Welsford Road	Kings N.S	45 00	35 00		
Welshtown	Shelburne & Queens N.S	5 00	35 00		
Welton's Corner	Kings N.S	60 75	35 00		
Wemyss	Lanark, S.R O	148 00	62 00	10 00	6 00
d Wenaus	Moosejaw Sask	29 00	17 50		
Wensley	Frontenac O	93 50	58 00		6 00
Wentworth	Cumberland N.S	47 25	35 00		
g Wentworth Creek	Hants N.S	40 00	31 98		
Wentworth Station	Cumberland N.S	290 42	137 00	42 00	13 00
Wentzell's Lake	Lunenburg N.S	40 00	35 00		
Wesley	Dufferin O	45 25	35 00		
Wesleyville	Durham O	146 00	66 00		6 00
Wessington	Red Deer Alta	98 50	44 00		
West Advocate	Cumberland N.S	35 00	35 00		
West Alba	Inverness N.S	29 25	35 00		
West Amherst	Cumberland N.S	36 00	35 00		
West Apple River	Cumberland N.S	45 84	35 00		
West Aylwin	Wright Q	120 80	51 00		6 00
West Bay Road	Inverness. N.S	172 86	*p* 97 00	30 00	6 00
West Berlin	Shelburne & Queens N.S	95 00	44 00		
West Bolton	Brome Q	28 00	35 00		
West Branch, River John	Pictou N.S	183 65	*j* 111 50		9 50
West Branch, St. Nicholas River	Kent N.B	46 00	35 00		
Westbridge	Yale-Cariboo B.C	83 50	35 00		
West Brook	Frontenac O	171 00	89 00		6 00
West Brook	Cumberland N.S	43 00	35 00		
West Brooklyn	Annapolis N.S	54 25	35 00		
Westbrook Mills	Cumberland N.S	79 93	35 00		
Westbury	Compton Q	14 00	35 00		
Westbury Basin	Compton Q	10 00	35 00		

c Opened 1-12-10. *d* Opened 1-10-10. *e* Late Air Line Junction. *f* Closed 22-7-10. *g* Closed 28-2-11. *j* Including $12 night allowance. *k* Credit supply for a new office not yet opened. *p* Including $15 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
West Caledonia	Shelburne & Queens N.S	30 00	35 00		
West Cape	Prince P.E.I	41 50	35 00		
Westchester	Cumberland N.S	31 25	35 00		
Westchester Lake	Cumberland N.S	17 00	35 00		
West Chezzetcook	Halifax N.S	97 50	44 00	3 00	
West Clifford	Lunenburg N.S	40 50	35 00		
Westcock	Westmoreland N.B	126 65	54 00		6 00
Westcott	Calgary Alta	110 10	60 00		6 00
c West Demars	Kootenay B.C	25 00	2 91		
West Devon	Prince P.E.I	123 45	63 00		6 00
West Ditton	Compton Q	13 00	35 00		
West Dublin	Lunenburg N.S	216 52	105 00	14 00	13 00
b Westdyke	Battleford Sask	16 15	23 33		
West Earltown	Colchester N.S	10 00	35 00		
West Ely	Shefford Q	5 00	35 00		
a West End	Saltcoats Sask	9 00	27 78		
b Westerdale	Red Deer Alta	40 34	23 33		
Westerly	Picton N.S	29 00	35 00		
Western Covehead	Queens P.E.I	41 25	39 00		
Western Head	Shelburne & Queens N.S	30 50	35 00		
Western Road	Prince P.E.I	4 00	35 00		
Westerose	Strathcona Alta	99 16	41 00	12 00	
West Essa	Simcoe, S.R. O	32 50	35 00		
Westfield	Huron, E.R O	87 00	49 00		
Westfield	Shelburn & Queens N.S	20 50	35 00		
Westfield Centre	Kings & Albert N.B	265 00	106 00		13 00
West Flamborough	Wentworth O	245 97	118 00		13 00
Westford	Bruce, S.R O	11 77	35 00		
West Franklin	York, N.R O	34 50	35 00		
West Glassville	Carleton N.B	38 80	35 00		
West Grove	Muskoka O	17 90	35 00		
West Guilford	Victoria & Haliburton O	48 00	35 00		
West Hall	Souris M	30 25	35 00		
Westham Island	New Westminster B.C	78 50	39 00		
West Hansford	Cumberland N.S	31 00	35 00		
West Head	Shelburne & Queens N.S	69 70	35 00		
West Hill	York C.R. O	133 00	58 00		6 00
Westholme	Nanaimo B.C	312 30	140 00		13 00
Westhope	Moosejaw Sask	15 50	39 50	4 83	
West Huntingdon	Hastings, W.R O	134 15	73 00		6 00
West Huntley	Carleton O	18 61	35 00		
West Inglesville	Annapolis N.S	43 25	35 00		
West Jeddore	Halifax N.S	98 95	46 00		
West Keith	Compton Q	28 50	35 00		
West La-Have-Ferry	Lunenburg N.S	221 50	82 00	5 00	6 00
West Lake	Prince Edward O	161 50	88 00		6 00
West Lakevale	Antigonishe N.S	10 00	35 00		
West Lawrencetown	Halifax N.S	23 45	35 00		
West Leicester	Cumberland N.S	39 00	35 00		
Westley	Kootenay B.C	263 06	178 00		19 00
West Linden	Cumberland N.S	26 30	35 00		
West Liscombe	Guysborough N.S	43 00	35 00		
West Lochaber	Antigonishe N.S	26 25	35 00		
West Mabou Harbour	Inverness N.S	5 00	35 00		
West McGillivray	Middlesex, N.R O	46 89	35 00		
West Medford	Kings N.S	20 00	35 00		
West Merigomish	Pictou N.S	132 25	57 50		3 00
West Middle-Sable	Shelburne & Queens N.S	27 45	35 00		

a Opened 15-6-10. *b* Opened 1-8-10. *c* Opened 1-3-11.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Westminster	Prescott O	31 50	35 00		
West Montrose	Waterloo, N.R. O	136 04	*c*65 00		6 60
Westmoreland Point	Westmoreland N.B	108 35	55 50	64 00	3 00
Westmoor	Humboldt Sask	73 89	52 00		3 00
West New Annan	Colchester N.S	186 16	96 00		6 00
West Newdy Quoddy	Halifax N.S	172 80	77 00		6 00
West Newton	Prince P.E.I	9 50	35 00		
West Northfield	Lunenberg N.S	75 00	36 00	5 00	
Weston	Kings N.S	168 30	116 00		13 00
Weston	Carleton N.B	14 00	35 00		
West Oromocto	Sunbury & Queens N.B	9 50	35 00		
West Osgoode	Russell O	76 55	50 00		
Westover	Wentworth O	151 60	84 50		6 00
West Petpeswick	Halifax N.S	18 53	35 00		
West Plain	Lennox & Addington O	30 00	35 00		
West Point	Prince P.E.I	107 25	62 50		6 00
West Point	Prince Edward O	42 00	45 00		
West Port Clyde	Shelburne & Queens N.S	57 00	54 00		6 00
West Pugwash	Cumberland N.S	58 00	35 00		
West Quaco	St. John N.B	210 00	93 00		6 00
West River	Kings & Albert N.B	43 25	35 00		
West River	Pictou N.S	65 50	52 00	25 00	6 00
West Royalty	Queens P.E.I	21 00	35 00		
West River Station	Pictou N.S	208 97	91 00	40 00	6 00
West Scotch Settlement	Kings & Albert N.B	18 25	35 00		
West Shefford Station	Shefford Q	31 00	35 00		
West Side of Middle River	North Cape Breton & Victoria N.S	51 00	35 00	3 00	
West St. Andrews	Colchester N.S	16 00	35 00		
West St. Peter's	Kings P.E.I	21 00	35 00		
West Sutton	Brome Q	26 00	*a*45 00		
West Tatamagouche	Colchester N.S	35 00	35 00		
Westview	Moosejaw Sask	27 00	35 00		
*b*Westward Ho	Red Deer Alta	27 45	27 80		
West Waterville	York N.B	17 00	35 00		
Wexford	York, C.R O	87 00	52 00		6 00
Weymouth Falls	Digby N.S	46 00	35 00		
Weymouth Mills	Digby N.S	69 00	35 00		
Whalen	Middlesex, N.R. O	61 11	37 00		
Whaletown	Comox Atlin B.C	346 90	79 00		6 00
Wharncliffe	Algoma, E.R. O	65 00	35 00		
Wharton	Cumberland N.S	24 50	35 00		
*a*Wheat Belt	Red Deer Alta	179 25	33 65	2 00	
*q*Wheat Centre	Medicine Hat Alta	117 83	32 08		
Wheatland	Drumm'd & Arthab'ka Q	65 75	35 00		
Wheatley River	Queens P.E.I	55 95	35 00	3 00	
Wheaton Mills	Westmoreland N.B	43 75	35 00		
Wheaton Settlement	Westmoreland N.B	38 00	35 00		
Wheat Valley	Moosejaw Sask	37 00	35 00		
Wheatwyn	Regina Sask.	6 00	35 00		
Wheeler	Lambton, E.R O	12 00	*a*45 00		
Whelan Lake	Renfrew, S.R O	41 00	35 00		
Whim Road Cross	Kings P.E.I	55 50	35 00		
Whim Road	Kings P.E.I	28 95	35 00		
Whitebeech	Mackenzie Sask	23 00	35 00		
White	Lanark, N.R O	34 50	35 00		

b Closed 31-8-10 ; re-opened 1-12-10. *c* Including $12 night allowance. *σ* Including $10 night allowance. *a* Opened 15-4-10. *q* Opened 1-5-10.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*c*White Bear	Moosejaw ... Sask	28 00	5 83		
Whitebread Station	Kent, E.R ... O	58 50	51 00		6 00
Whitebrush	Red Deer ... Alta	244 30	118 00		13 00
Whiteburn. Mines	Shelburne & Queens . N.S	21 50	35 00		
Whitecourt	Edmonton ... Alta	14 90	35 00		
White Fish Lake	Wright ... Q	15 00	35 00		
White Fish Lake	Victoria ... Alta	33 75	35 00		
White Glen	Carleton ... N.B	13 50	35 00		
Whitehall	Parry Sound ... O	61 50	35 00	3 00	
White Hawk	Mackenzie ... Sask	78 10	54 00		6 00
White Head Pereé	Gaspé ... Q	60 70	*f*46 37		
Whitehead	Kings & Albert ... N B	46 25	35 00		
White Head	Charlotte ... N.B	97 25	45 00		3 00
White Hill	Pictou ... N.S	16 00	35 00		
Whitehurst	Brockville ... O	79 75	35 00		
White Lake	Renfrew, S.R ... O	159 47	87 00	4 00	6 00
White Lake	Yale-Cariboo ... B.C	17 50	35 00		
White Lake	Moosejaw ... Sask	18 74	52 00		6 00
Whiteman Creek	Yale-Cariboo ... B.C	33 28	35 00		
White Oak	Middlesex, E.R ... O	74 50	35 00		
White Point	North Cape Breton & Victoria ... N.S	13 00	35 00		
White Rapids	Northumberland ... N.B	13 45	35 00		
*e*White Rock	New Westminster ... B.C	108 62	20 41		
White Rock Mills	Kings ... N.S	70 25	41 00		
White Rose	York, N.R ... O	33 00	35 00		
White Sand	Mackenzie ... Sask	35 65	35 00		
White Sands	Kings ... P.E.I	32 50	35 00		
White's Corner	Kings ... N.S	31 00	35 00		
White's Cove	Sunbury & Queens ... N.B	175 65	82 00	1 90	6 00
Whiteside	Muskoka ... O	127 00	*f*67 00		3 00
Whiteside	Richmond ... N.S	43 00	35 00		
White's Lake	Halifax ... N.S	14 00	35 00		
White's Mills	Kings & Albert ... N.B	11 00	35 00		
White's Mountain	Kings & Albert ... N.B	27 00	35 00		
White's Point	Sunbury & Queens .. N.B	32 00	35 00		
White's Settlement	Kent ... N.B	18 00	35 00		
White's Station	Huntingdon ... Q	55 30	42 00		
Whitestone	Parry Sound ... O	110 75	52 50		3 00
*d*Whitewood Grove	Nipissing ... O	31 00	17 50		
Whitfield	Dufferin ... O	152 00	56 00		6 00
Whitford	Victoria ... Alta	124 45	68 00	9 80	3 00
Whitla	Medicine Hat ... Alta	415 97	130 00		13 00
Whitmount	Frontenac ... O	31 50	35 00		
Whitney	Northumberland ... N.B	78 00	44 00		
Whittier's Ridge	Charlotte ... N.B	22 00	35 00		
Whittington	Dufferin ... O	56 00	35 00		
Whitwick	Compton ... Q	34 50	35 00		
Whitworth	Témiscouata ... Q	204 05	87 00		6 00
Whycocomagh Bay (N. side)	Inverness ... N.S	20 00	*h*47 00	3 00	
Whycocomagh Mount	Inverness ... N.S	1 00	35 00		
Whycocomagh Portage	Inverness ... N.S	18 00	35 00	18 00	
*a*Whytewold	Selkirk ... M	79 75	27 30		
Wick	Ontario, N.R ... O	61 23	35 00		
Wickham	Sunbury & Queens .. N.B	97 75	48 00	3 00	
Wickham Falls	Drumm'd & Arthaba'ka Q	15 50	35 00		
Wicklow	Northumberland, W.R. O	240 50	98 00		6 00

c Opened 1-9-10. *d* Opened 1-10-10. *c* Opened 1-2-11. *g* Temporarily closed 5-1-11, re-opened 15-1-11. *h* Including $12 night allowance. *a* Opened 20-6-10. *f* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wicklow	Carleton N.B	47 00	35 00		
Wicksteed	Victoria & Haliburton..O		35 00		
Widder	Lambton, E.R. O	63 00	36 00		
Wiesville	Red Deer Alta	92 25	35 00		
Wiggins	Sunbury & Queens N.B	17 00	35 00		
Wiggins	Battleford Sask	199 29	102 00	3 00	9 50
Wigwam	Nipissing O	284 78	104 00		9 50
Wikwemikong	Algoma, E.R. O	157 30	79 00		6 00
Wilbert	Battleford Sask	133 25	85 00		6 00
Wilbur	Frontenac O	368 50	60 00		3 00
Wilburn	Inverness N.S	20 00	35 00		
Wilcox	Lincoln O	47 00	35 00		
Wild Horse	Edmonton Alta	15 00	35 00		
Wildfield	Peel O	124 00	50 00		
b Wildmere	Strathcona Alta	31 51	30 67		
Wild Oak	Dauphin M	48 69	35 00		
Wild Rose	Prince Albert Sask	129 20	49 00		
Wildwood	Oxford, N.R. O	35 75	35 00		
Wilford	Dauphin M	5 00	35 00		
Wilfrid	Ontario, N.R. O	114 05	*g*69 00		3 00
Wilhelm	Regina Sask	43 30	35 00		
f Wilhelmina	Red Deer Alta	40 00	5 83		
Wilhin Siding	Shelburne & Queens N.S	223 55	76 00		6 00
Wilkie Bay	Regina Sask	40 50	35 00		
Wilkinson	Frontenac O	43 75	35 00		
c Willard Mills	Compton Q	7 00	8 75		
Willetsholme	Frontenac O	38 00	35 00		
Williamsburg	York N.B	84 00	43 00		
Williamsdale	Cumberland N.S	35 80	35 00		
Williamsdale East	Cumberland N.S	217 00	76 00		6 00
Williams Lake	Yale-Cariboo B.C	37 00	35 00		
William's Siding	Kootenay B.C	115 50	*h*43 50		
Williamstown	Carleton N.B	22 00	35 00		
Williscroft	Bruce, S.R. O	65 92	37 50		
Willmont	Humboldt Sask	21 00	35 00		
Willocks	Assa East Sask	11 00	35 00		
Willowbank	Inverness N.S	20 00	*g*47 00	7 00	
Willowbrook	Mackenzie Sask	117 30	63 00	14 00	6 00
Willow Bunch	Moosejaw Sask	1,087 43	367 00	27 30	66 00
Willow Creek	Bruce, N.R. O	49 00	35 00		
Willowdale	York, S.R. O	223 69	150 00		13 00
Willowdale	Pictou N.S	52 25	*g*47 00		
Willow Grove	St John N.B	18 25	35 00		
Willowgrove	Haldimand O	235 07	75 00		6 00
Willowfield	Battleford Sask	17 00	35 00		
Willow Hill	Prince Albert Sask	21 20	35 00		
Willow Point	Kootenay B.C	97 75	40 00		
Willows	Macleod Alta	17 10	35 00		
d Willowmoor	Battleford Sask	20 36	32 08		
e Willowview	Dauphin M	17 00	14 58		
Wilmot	Carleton N.B	36 50	35 00		
Wilmot Valley	Prince P.E.I	16 10	35 00		
Wilson Crossing	Nanaimo B.C	24 50	35 00		
Wilson Croft	Lambton, E.R. O	18 00	35 00		
Wilsonburgh	Sunbury & Queens N.B	12 80	35 00		
Wilson Landing	Yale Cariboo B.C	49 02	35 00		
Wilson's Bay	Grenville O	35 00	35 00		

b Opened 16-5-10. *c* Opened 1-1-11. *d* Opened 1-5-10. *e* Opened 1-11-10. *f* Opened 1-2-11.
g Including $12 night allowance. *h* Including $2.50 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wilson's Beach	Charlotte N.B	256 10	120 00		13 00
Wilson's Corners	Wright Q	50 50	35 00		
Wilson's Mills	Megantic Q	111 45	69 00		6 00
Wilson's Point	Gloucester N.B	15 00	35 00		
Wilsonville	Norfolk O	109 97	72 00		6 00
Wilstead	Leeds O	55 50	35 00		
Wilton Grove	Middlesex, E.R O	148 25	*h*81 00		6 00
Wilton Park	Strathcona Alta	18 00	35 00		
Wimborne	Red Deer Alta	83 35	35 00		
Winchelsea	Huron, S.R O	143 61	63 00		6 00
Windon	Kings P.E.I	5 50	35 00		
Windfall	Essex, S.R O	38 50	35 00		
Windham Hill	Cumberland N.S	27 00	35 00		
Windsor	Carleton N.B	71 25	35 00		
Windsor Forks	Hants N.S	107 00	52 00		6 00
Windsor Junction	Halifax N.S	174 10	87 00		6 00
Windsor North	Richmond & Wolfe Q	15 50	35 00		
Windygates	Lisgar M	15 00	35 00		
h Windyridge	Medicine Hat Alta	10 00			
Wine Harbour	Guysboro N.S	231 01	132 00		13 00
Wine River	Northumberland N.B	24 00	35 00		
Winfield	Wellington, N.R O	65 50	36 00		
Wingard	Prince Albert Sask	39 00	35 00	44 00	
Winger	Welland O	229 24	104 00		13 00
Wingle	Renfrew, S.R O	41 00	35 00	8 00	
a Wingello	Sask Sask	10 00	8 75		
Winlaw	Assa. Sask	62 00	36 00		
Winlaw	Kootenay B.C	251 58	123 00		13 00
b Winn	Kootenay B.C	65 50	23 33		
c Winnington	Medicine Hat Alta	59 20	17 50		
d Winnipeg sub. office No. 17	City of Winnipeg Man	*g*	*g*		
Winside	Moosejaw Sask	44 75	35 00	1 50	
Winsloe Road	Queens P.E.I	23 00	35 00		
Winsloe Station	Queens P.E.I	38 00	35 00	18 00	
Winslow South	Compton Q	56 35	35 00		
Winslow	Lincoln O	79 21	41 00		
Winterburn	Edmonton Alta	61 84	35 00		
e Winthorpe	Humboldt Sask	25 75	29 16		
Winthrop	Huron, S.R O	169 20	77 00		6 00
Winton Hill	Battleford Sask	9 00	35 00		
Wisawasa	Parry Sound O	72 25	37 00	18 00	
Wisbeach	Lambton, E.R O	132 00	69 00		6 00
Wishart	Humboldt Sask	83 00	97 00		9 50
f Wiste	Red Deer Alta	98 75	32 08		
Witmer	Huron, W.R O	20 45	35 00		
Wittenburg	Colchester N.S	54 25	35 00		
Wittenburg	Red Deer Alta	217 95	81 00		6 00
Wiwa Hill	Moosejaw Sask	23 88	35 00	1 25	
Woburn	York, C.R O	67 75	39 00		
Wode House	Grey, E.R O	141 80	61 00		6 00
Woermke	Renfrew, S.R O	30 50	35 00		
Woito	Renfrew, N.R O	23 92	35 00		
Wolfe	Battleford Sask	90 25	35 00		
Wolfe	Renfrew, S.R O	33 30	35 00		
Wolfe Ridge	Missisquoi Q	7 25	35 00		
Wolf Lake	Pontiac Q	70 20	35 00	3 00	

a Re-opened 1-1-11. *b* Opened 1-8-10. *c* Opened 1-10-10. *d* Opened 11-11-10. *e* Opened 1-6-10. *f* Opened 1-5-10. *h* Opened 15-3-11. *h* Including $15 night allowance. *g* For Revenue &c., see Appendix C. under Winnipeg sub-offices.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wolf River	Thunder Bay & R. Riv. O	62 60	35 00		
Wolford Centre	Grenville O	20 35	35 00		
Wolfsheim	Humboldt Sask	20 50	35 00		
Wolffton	Humboldt Sask	136 15	45 00		
Wolseley	Grey, N.R. O	40 25	35 00		
Wolverton	Oxford, N.R. O	189 21	101 00		9 50
Wood	Hastings, W.R. O	17 00	35 00		
Wood Bay	Lisgar M	110 80	58 00		6 00
Woodbend	Edmonton Alta	35 30	35 00		
Woodbine	South Cape Breton N.S	34 50	35 00		
Woodbourne	Pictou N.S	15 00	35 00		
Woodbrook	Prince P.E.I	19 25	35 00		
Woodburn	Wentworth O	110 75	56 00		6 00
Woodfield	Pictou N.S	28 00	35 00		
Woodfield	Selkirk M	54 44	35 00		
Woodglen	Strathcona Alta	14 25	35 00		
Wood Green	Middlesex, W.R. O	169 50	63 00		6 00
Woodhill	Peel O	48 05	35 00		
b Woodington	Muskoka O	100 00	50 00		6 00
Wood Island	Queens P.E.I	89 70	38 00		
Wood Island	Charlotte N.B	31 15	35 00		
Wood Islands, North	Queens P.E.I	43 00	35 00		
Wood Islands, West	Queens P.E.I	29 90	35 00		
Wood Lake	St. John N.B	8 25	35 00		
Woodland	Chateauguay Q	107 00	85 00		6 00
a Woodlands	Stormont O		9 13		
Woodlands	York N.B	15 00	35 00		
Woodlawn	Carleton O	63 00	35 00		
Woodlawn	Carleton N.B	5 00	35 00		
Woodlight	Mackenzie Sask	19 75	35 00		
Woodmore	Provencher M	56 75	39 00		
Wood Mountain	Moosejaw Sask	102 25	42 00		
Woodnorth	Brandon M	172 25	35 00		
Wood Point	Westmoreland N.B	55 00	35 00		
Wood River	Red Deer Alta	44 10	35 00	20 00	
Woodridge	Provencher M	347 75	*d*159 00		13 00
Woodrooffe	Carleton O	102 55	35 00		
Woodrous	Prince Edward O	129 60	35 00	12 00	
Woodroyd	Selkirk M	13 00	35 00		
Woodside	Megantic Q	26 00	35 00	8 00	
Woodside	Portage la Prairie M	38 55	35 00	3 00	
Woodside	Sunbury & Queens N.B	30 25	35 00		
Woodside	Kings N.S	12 00	35 00		
Woodstock Road Station	Carleton N.B	36 00	35 00		
Woodvale	Digby N.S	22 00	35 00		
Woodville	Hants N.S	47 00	35 00		
Woodville	Prince P.E.I	13 00	35 00		
Woodville	Victoria N.B	17 00	35 00	3 00	
Woodville Mills	Kings P.E.I	17 50	35 00		
Woodward	New Westminster B.C	56 00	35 00		
Woodward's Cove	Charlotte N.B	142 50	*c*108 00		6 00
Woolchester	Medicine Hat Alta	17 25	35 00		
Woonona	Macdonald M	8 00	35 00		
Workman	Assa Sask	51 53	35 00		
Wortley Plains	Humboldt Sask	7 50	35 00		
Wotton Hill	Richmond & Wolfe Q	41 00	35 00		
e Wotton, North	Richmond & Wolf Q	40 75	26 25		

a Closed 4-7-10. *b* Summer office. *c* Including $20 night allowance. *d* Including $12 night allowance. *e* Opened 1-7-10.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wreck Cove	North Cape Breton and Victoria .... N.S	26 25	35 00		
Wroxton	Mackenzie .... Sask	*l* 7 20			
Wycollar	Battleford .... Sask	49 00	35 00		
Wyecombe	Norfolk .... O	111 00	77 00		6 00
Wyers Brook	Restigouche .... N.B	3950	35 00		
Wylie	Renfrew, N.R .... O	47 23	35 00		
Wynot	Humboldt .... Sask	98 65	35 00		
b Wynndell	Kootenay .... B.C	51 64	20 40		
Wyse's Corner	Halifax .... N.S	28 00	35 00		
Wyton Station	Middlesex, E.R. .... O	44 00	35 00		
Wyvern	Cumberland .... N.S	25 75	35 00		
YAHK	Kootenay .... B.C	277 00	89 00		6 00
Yamaska	Yamaska .... Q	340 85	*i* 218 00		19 00
Yarbo	Saltcoats .... Sask	156 90	*k* 59 00		3 00
Yarm	Pontiac .... Q	54 45	35 00		
Yarmouth Centre	Elgin, E.R .... O	168 16	67 00		6 00
Yarrow	Macleod .... Alta	44 09	35 00		
Yatton	Wellington, N.R .... O	57 50	35 00		
Yearley's	Muskoka .... O	62 55	35 00		
Yelverton	Durham .... O	92 45	47 00		
Yeoford	Strathcona .... Alta	30 75	35 00		
Yeovil	Grey, S..R .... O	100 01	49 50	12 00	3 00
c Yeomans	Regina .... Sask	178 05	33 65		
c Yetwood	Medicine Hat .... Alta	75 04	33 65		
Yoho	York .... N.B	12 00	35 00		
h Yoho Island	Parry Sound .... O	26 00	17 00		
Yone	Victoria .... N.B	25 00	35 00		
Yonge Mills	Brockville .... O	61 50	35 00		
Yonker	Battleford .... Sask	149 56	35 00		
York Centre	Gaspé .... Q	44 25	35 00		
York Mills	York, S.R .... O	121 25	60 00		6 00
York Mills	York .... N.B	68 50	38 00		
York Point	Queens .... P.E.I	24 20	35 00		
Youghall	Gloucester .... N.B	24 00	35 00		
Young Cove	Annapolis .... N.S	13 00	35 00		
Young's Cove	Sunbury & Queens .... N.B	113 65	56 50		3 00
d Youngstown	Medicine Hat .... Alta	87 20	23 33		
Youngsville	Oxford, N.R .... O	18 00	35 00		
Yule Meadow	Strathcona .... Alta	18 00	35 00		
Youville	Jacques Cartier .... Q	58 91	*j* 54 00		
ZADOW	Renfrew, N.R .... O	36 50	35 00		
c Zawale	Victoria .... Alta	10 00	20 41		
Zealand	Frontenac .... O	41 50	35 00		
Zealand Station	York .... N.B	147 18	68 00		6 00
Zenda	Oxford, S.R .... O	125 70	68 00		6 00
Zenith	Red Deer .... Alta	75 80	35 00		
g Zhoda	Provencher .... M	18 00	5 83		

b Opened 1-9-10. *c* Opened 15-4-10. *d* Opened 1-8-10. *e* Opened 1-9-10. *g* Opened 1-2-11. *h* Summer office. *i* Including $25 night allowance. *j* Including $15 night allowance. *k* Including $12 night allowance. *l* Credit supply for a new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Zimmerman	Halton.....O	149 45	58 00	....	6 00
Zion	Durham.....O	145 35	39 00	....	....
f Zionville	York.....N.B	21 00	8 75	....	....
Ziska	Muskoka.....O	36 25	35 00	....	....
Zorra	Mackenzie.....Sask	11 80	35 00	....	....

f Opened 1-1-11.

W. J. Glover,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX E.

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK

APPENDIX E.

POST OFFICE SAVINGS BANK.

The aggregate balance to the credit of depositors on March 31, 1911, was $43,330,579.19, or a decrease during the year of $255,778.23. The average to the credit of each depositor was $291.83 as compared with $292.73 on March 31, 1910.

The accounts opened during the year were 34,639 in number and 36,034 accounts were closed, leaving the number of accounts open at the close of the year 147,478; a decrease of 1,415.

The deposits were 203,196 in number, with a total amount of $9,957,016.17. The average amount of each deposit was $49 as compared with $46.28 the previous year.

Repayments numbered 90,664 and amounted to $11,470,360.24; the average withdrawal being $126.51 as compared with $121.35 in the preceding fiscal year.

Transfers from the Post Office Savings Bank of the United Kingdom (included in deposits) were 743 and amounted to $169,361. Deposits transferred to the United Kingdom (included in repayments) numbered 52 and amounted to $18,152.80.

The interest paid to depositors during the year was $83,680.28 and the interest accrued and made principal on March 31, 1911, was $1,173,885.56, making a total of $1,257,565.84.

The claims to moneys of deceased depositors examined and paid during the year were 1,151 in number.

The number of offices authorized to transact business was increased during the year from 1,133 to 1,151.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Revised Statutes of Canada, 1906, chapter 30, sec. 16) of the Post Office Savings Bank transactions for the year ended March 31, 1911, and of the total amount due to depositors on that date.

	$ cts.		$ cts.
Balance due to depositors on March 31, 1910	43,586,357.42	Repayments to depositors during the year	11,470,360.24
Deposits received during the year	9,957,016.17	Balance due to depositors on March 31, 1911	43,330,579.19
Interest allowed to depositors during the year in accordance with the Statute	1,257,565.84		
	54,800,939.43		54,800,939.43

APPENDIX

STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Saving Banks at close of period.	Number of deposits receive during period.	Total amount of deposits r ceived during period.	Average amount of each d posit received durin period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			$	$	$	
Three months ended June 30, 1868...	81	3,247	212,507 00	65·44	....	166
Year ended June 30, 1869...........	213	16.653	927,885 00	55·71	....	4,787
Year ended June 30, 1870...........	226	24,994	1,347,901 00	53·93	....	9,478
Year ended June 30, 1871	230	33,256	1,917,576 00	57·66	....	15,148
Year ended June 30, 1872	235	39,489	2,261,631 00	57·27	....	20.154
Year ended June 30, 1873...........	239	44,413	2,306,918 00	51·94	....	23,800
Year ended June 30, 1874...........	266	45,329	2,340,284 00	51·63	....	25,814
Year ended June 30, 1875...........	268	42,508	1,942,346 00	45·69	....	25,954
Year ended June 30, 1876.......... .	279	38,647	1,726,204 00	44·66	....	24,152
Year ended June 30, 1877...........	287	36,126	1,521,000 00	42·10	....	22.484
Year ended June 30, 1878...........	295	40,097	1,724,371 00	43·00	....	21,944
Year ended June 30, 1879	297	43,349	1,973,243 00	45·52	....	23.226
Year ended June 30, 1880...... . .	297	56,031	2,720,216 00	48·55	....	26,716
Year ended June 30, 1881......	304	71,747	4,175,042 00	58·19	....	28,510
Year ended June 30, 1882	308	97,380	6,435,989 00	66·09	....	35,859
Year ended June 30, 1883	330	109,489	6,826,266 00	62·35	. ...	45,253
Year ended June 30, 1884........ ...	343	109,388	6,441,439 00	58·88	....	56,026
Year ended June 30, 1885	355	116,576	7,098,459 00	60 89	....	59,714
Year ended June 30, 1886....	392	126,322	7,645,227 00	60·52	.. ..	62,205
Year ended June 30, 1887	415	143,076	8,272,041 00	57·81	... .	65,853
Year ended June 30, 1888	433	155,978	7,722,330 00	49·51	217,385.10	78,229
Year ended June 30, 1889...........	463	166,235	7,926,634 00	47 67	1,085,979 72	84,572
Year ended June 30, 1890....	494	154,678	6,599,896 00	42·67	167,501.53	90,151
Year ended June 30, 1891..	634	147,672	6,500,372 00	44·02	389,169.28	84,963
Year ended June 30, 1892	642	145,423	7,056,002 00	48·52	....	77,381
Year ended June 30, 1893.....	673	148,868	7,708,888 00	51·78	....	73,361
Year ended June 30, 1894	699	145,960	7,524,286 00	51·55	218,173.60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028 00	52·11	493,889.23	85,588
Year ended June 30, 1896	755	155,398	8,138,947 00	52·37	449,981 61	87,221
Year ended June 30, 1897....	779	161,151	8,223,000 00	51·02	1,856,474.31	91,398
Year ended June 30, 1898	814	179,814	9,183,693 00	51·07	786,868.48	94,532
Year ended June 30, 1899..........	838	174,658	8,310,630 00	47·58	....	95,090
Year ended June 30, 1900...... . ..	847	201,262	10,448,485 00	51·91	141,171.82	92,713
Year ended June 30, 1901...........	895	212,217	11,091,099 00	52·26	....	102,083
Year ended June 30, 1902....	915	219,678	11,382,025 00	51·81	415,507.96	105,946
Year ended June 30, 1903...........	934	231,619	12,060,825 00	52·07	....	104,393
Year ended June 30, 1904.......	961	235,043	11,737,940 00	49·94	....	108,237
Year ended June 30, 1905...........	989	223,281	10,503,870 00	47·04	252,773.93	110,157
Year ended June 30, 1906	1,011	233,803	10,805,458 00	46·21	559,593.31	106,923
Nine months ended March 31, 1907 ...	1,043	186,916	8,803,233 00	47·09	1,216,168.80	79,338
Year ended March 31, 1908...... ..	1,084	242,386	12,293,544 17	50·71	59,243.71	116,435
Year ended March 31, 1909.....	1,102	199,884	9,415,569 29	47·10	....	115,048
Year ended March 31, 1910.....	1,133	190,510	8,816,511 71	46·28	....	96,413
Year ended March 31, 1911...... ..	1,151	203,196	9,957,016 17	49·00	....	90,664
Total period ended March 31, 1911 ...	1,151	5,697,442	289,514,837.34	50·81	8,309,882 39	2,853,020

W. H. HARRINGTON,

Superintendent.

E—*Continued.*

Canada, year by year, from April 1, 1868, to March 31, 1911.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of Open Accounts, inclusive of interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
$	$					$	$	$
8,857.48	53·35	2,146	....	44	2,102	939.37	204,588.89	97·33
296.754.35	61·99	6,429	....	1,319	7,212	21,094.72	856,814.26	118·80
664.555.51	70·11	7,823	....	2,857	12,178	48,689.08	1,588,848.83	130·41
1,093,438.86	72·10	9,424	....	4,449	17,153	84,273.68	2,497,259.65	145·59
1,778.565.19	81·33	10,846	....	6,940	21,059	116,174.55	3,096,500.01	147·04
2.323,299.32	86·91	11,995	....	9,528	23,526	126,932.88	3,207,051.57	136·32
2,468.643.42	86·04	12,048	....	10,606	24,968	126,273.31	3.204,965.46	128·36
2.341,979.04	82·88	10,516	....	11,190	24,294	120,758.06	2,926,090.48	120·44
2,021,457.97	77·11	10,218	....	10,097	24,415	110,116 08	2,740,952.59	112·27
1.726,082.98	70·49	8,971	....	9.312	24,074	104,067.86	2,639,937.47	109·60
1,713,658.79	70·55	10,058	....	8,597	25,535	103,834.29	2,754,484.03	107·87
1,733,448.79	66·07	10,755	....	8,845	27,445	110,912.56	3,105,190.80	113·14
2,015,813.16	69·89	14,407	....	10.487	31,365	136,075.47	3,945,669 11	125·80
2,097,389.15	73·56	18,731	....	10,491	39,605	184,904.81	6,208,226.77	156·75
3,461,619.31	96·53	25,778	....	13,920	51,463	291,065.07	9,473,661.53	184·08
4,730,995.39	104·54	27,127	....	17,531	61,059	407,305.17	11,976,237.31	196·13
5,649,611.13	100·84	26,562	....	20,939	66,682	477,487.46	13,245,552.64	198·63
5,793,031.84	97·01	27,591	....	20,951	73,322	539,560.51	15,090,540.31	205·81
6,183,470.60	99·40	29,103	....	21,555	80,870	607,075.38	17,159,372.09	212·18
6,626,067.51	100·62	31,874	....	22,585	90,159	692,404.57	19,497,750.15	216·26
7,514,071.78	96·05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203·44
7,532,145.56	89·06	38,049	962	29,581	113,123	841,921.79	23,011,422.57	203·41
8,575,041.98	95·12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195·78
7.875.977.57	92·67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195·44
7,230,839 14	93·44	28,943	....	29,368	110,805	734,590.70	22,298,401.65	201·24
6,631,578.97	90·39	29,502	....	26,032	114,275	777,482.98	24,153,193.66	211·36
7.473,585.46	87·98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215·84
7,310,291 97	85·41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222·22
7,406,066.13	84·91	30,100	1,959	26.245	126,442	944,524.73	28,932,929.68	228·82
7.656 086.64	83·76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238·55
8,853,178.42	93·65	33,722	2,279	29,449	142,289	982,725.62	34,480,937.77	242·47
9,021.862.56	94·88	30,172	....	30,320	142,141	1,001,899.96	34,771,605.17	244·62
8,903,505.46	96·03	37,596	587	29,337	150,987	1,049,699.27	37,507,455.80	248·41
9,774,694.62	95·75	38,685	....	32,304	157,368	1,126,952.44	39,950,812.62	253·87
10,617,070.50	100·21	38,886	712	34,205	162,761	1.188,924.83	42,320,209.91	260·01
11,379,756.94	109·01	39,786	....	35,524	167,023	1,254,048.96	44,255,326·93	264·96
11,883,127.70	109·79	38,925	....	37,376	168,572	1,309,567.05	45,419,706·28	269·44
12,129,101.23	110·11	35,376	572	39,002	165,518	1,320,511.70	45,367,760·68	274·09
12,324,529.26	115·26	37,681	879	39,536	164,542	1,328,205.78	45,736,488.51	276·75
9.330,766.39	117·35	30.282	3,310	30,849	167,285	1.027,833.83	47,452,957.75	283·66
13.610,865.95	116·89	42,530	279	44,403	165,691	1,369,404.60	47,564,284.28	287·07
13,132,239.00	114·14	31,611	....	41,407	155,895	1,342,869.64	45,190,484.21	289·88
11.699,649.54	121·35	29,661	....	36,663	148.893	1.279,011.04	43,586,357.42	292·73
11,470,360.24	126·51	34,639	....	36,054	147,478	1,257,565.84	43,330,579.19	291·83
284,065,132.74	99·56	1,125,331	23,987	1,001,840	147,478	29.570,992.20	43.330,579.19	291·83

R. M. COULTER,

Deputy Postmaster General.

APPENDIX F.

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

AND

BRITISH POSTAL ORDERS.

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the year ended March 31, 1911.

Denominations.	Number of Paid Notes.	Total.	Rate of Commisson.	Amount of Commission received.
				$ cts.
.20 cents	125,880			
.25 "	237,435			
.30 "	160,891			
.40 "	147,058			
		671,264	1 cent	6,712 64
.50 "	316,664			
60 "	128,502			
.70 "	74,018			
.75 "	157,494			
.80 "	105,952			
.90 "	95,485			
$ 1.00 "	528,172			
1.50 "	178,854			
2.00 "	307,378			
2.50 "	108,334			
		2,000,853	2 cents	40,017 06
3.00 "	183,133			
4.00 "	122,487			
5.00 "	274,747			
		580,367	3 cents	17,411 01
10.00 "	179,183	179,183	5 cents	8,959 15
		3,431,667		73,099 86

R. M. COULTER,
Deputy Postmaster General.

W. J. GLOVER,
Accountant.

APPENDIX

STATEMENT showing the number and value of Postal Notes received from the American

Months.	20 cents.	25 cents.	30 cents.	40 cents.	50 cents.	60 cents.	70 cents.	75 cents.	80 cents.
1910.									
April	14,000	24,460	16,785	15,820	34,635	14,805	8,400	17,330	11,640
May	9,665	18,470	13,025	11,790	23,495	8,740	4,645	11,765	7,010
June	10,745	20,100	13,390	12,290	25,095	11,150	6,510	12,490	8,305
July	8,005	14,890	10,975	10,240	20,570	8,830	5,575	9,335	7,545
August	8,995	15,710	11,585	9,275	21,310	9,060	4,400	9,580	7,430
September	9,260	16,715	10,265	10,995	21,185	9,145	4,265	10,225	7,165
October	8,800	17,355	11,865	11,175	24,305	8.805	6,135	12,035	8,150
November	14,890	23,585	17,360	15.920	33,850	13,605	9,020	17.070	12,505
December	14,665	26,725	16,845	15,405	34,930	14,525	9,405	18,375	11,480
1911.									
January	11,040	21,290	13,765	13,300	29,305	13,105	6,370	15,325	9,315
February	12,680	22,005	16,170	12,970	29,085	11,025	7,840	15,485	9,800
March	12,140	23,660	15,480	13,980	29,625	12,150	7,565	16,490	10,405
Total	134,885	244,965	167,510	153,160	327,390	134,945	80,130	165,505	110,750

F—*Continued.*

Bank Note Company and issued to Postmasters during the year ended March, 31, 1911.

90 cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5 00	$10.00	Total Number of Notes.	Total Value.
										$ cts.
10,320	51,805	17,755	27,065	10,520	18,225	11,385	24,505	15,460	344,915	627,356 60
7,010	36,880	11,755	23,345	7,215	13,250	9,115	19,405	13,510	250,090	489,028 05
7,340	39,655	14,385	24,550	9,865	15,545	10,000	21.845	13,945	277,205	538,695 10
7,505	34,205	11,935	20,455	7,495	12,005	8,230	18,380	12,525	228,700	454,724 05
5,730	36,845	12,095	23,235	7,165	13,565	9,940	22,805	14,970	243,695	519,249 45
7,110	35,425	11,745	21,390	7,890	13,265	9,385	21,290	14,910	241,630	506,052 45
7,710	38,620	13,650	23,940	9,260	14,440	10,320	23,580	16.245	266,390	559,225 10
9,850	54,690	18,965	31,725	11,240	20,465	14,820	31,030	21,470	372,060	756,767 15
11,420	56,585	19,405	35,725	13,525	20,710	14,265	29,880	20,835	384,705	762,962 80
8,535	51,000	18,410	28,640	10,455	17,070	10,445	24,825	14,360	316,555	600,020 60
8,845	50,205	16,090	26,765	8,480	15,220	9,745	21,005	12,560	305,975	542,788 75
8,625	53,395	17,470	27,835	9,155	15,985	9,745	22,050	13,390	319,145	570,283 30
100,000	539,310	183,660	314,670	112,265	189,745	127,395	280,600	184,180	3,551,065	6,927,153 40

APPENDIX

STATEMENT of the number and value of paid Postal Notes received in the Postal Note thereto to enable broken

Months.	20 cents.	25 cents.	30 cents.	40 cents.	50 cents.	60 cents.	70 cents.	75 cents.	80 cents.	90 cents.	$1.00
1910.											
April	13,643	25,150	16,859	14,778	32,186	12,892	7,180	15,342	10,056	9,105	50,469
May	10,473	19,211	13,144	12,028	25,295	10,202	5,771	12,186	8 353	7,396	40,634
June......	9,378	17,383	12,266	11,148	23,498	9,773	5,606	11,338	7,949	6,985	38,487
July	8,537	15,938	11,407	10,510	21,571	9,137	5,032	9,953	7,360	6,749	35,649
August....	7,864	15,491	10,715	9,966	21,056	8,786	4,761	9,835	7,084	6,348	34,331
September.	8,620	15,305	10,483	9,898	20,298	8,374	4,748	9,635	6,916	6,129	33,325
October ...	8,887	17,130	11,645	10,964	23,167	9,543	5,191	11,235	7,764	6,931	39,663
November.	9,869	18,819	13,189	12,184	26,678	10,516	6,130	13,579	9,081	7,960	45,125
December .	13,491	25,266	16,833	15,592	34,214	14,330	8,185	18,270	11,721	10,860	58,231
1911.											
January ..	11,670	22,599	14,842	13,565	30,266	12,020	7,720	16,787	10,091	9,593	53,976
February..	10,790	20,862	13,528	12,330	26,881	10,714	6,366	14,124	9,054	8,286	46,943
March	12,658	24,278	15,980	14,095	31,554	12,215	7,328	15,210	10,523	9,143	51,339
Total....	125,880	237,435	160,891	147,058	316,664	128,502	74,018	157,494	105,952	95,485	528,172

F.—*Continued.*

Division during the year ended March 31, 1911, and the value of Postage Stamps affixed amounts to be remitted.

$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$10.00	Total Number of Notes.	Total Value including Postage Stamps affixed to Notes.	Value of Postage Stamps affixed to Notes for Extension of Value.
								$ cts.	$ cts.
16,895	29,415	9,496	16,392	10,331	23,878	15,101	329,168	596,851 64	985 14
13,608	24,208	8,511	14,550	9,884	21,555	13,622	270,631	519,747 66	888 71
13,158	23,372	8,422	14,124	9,646	21,555	14,146	258,234	514,114 59	854 04
12,153	22,240	7,896	13,455	9,246	20,534	13,332	240,699	484,779 03	806 58
11,859	21,446	7,393	12,838	8,765	20,505	13,913	232,959	480,045 01	785 86
11,528	21,020	7,455	12,803	8,994	20,691	14,098	230,320	480,337 39	796 39
13,113	23,749	8,431	14,561	10,329	23,672	16,084	262,059	548,720 53	856 18
14,751	26,598	9,617	16,386	11,465	24,755	17,275	293,977	601,078 57	984 07
20,350	33,831	12,408	20,232	13,493	29,868	18,779	375,954	724,879 35	1,054 15
18,651	28,660	9,848	16,685	10,754	23,443	14,540	325,710	595,447 67	961 07
15,866	25,126	8,760	14,532	9,273	20,417	13,031	286,883	522,836 94	877 34
16,922	27,713	10,097	16,575	10,307	23,874	15,262	325,073	596,664 03	1,007 23
178,854	307,378	108,334	183,133	122,487	274,747	179,183	3,431,667	6,665,502 41	10,856 76

APPENDIX F.—*Continued.*

STATEMENT showing the number and value of Postal Notes returned to the Postal Note Division by Postmasters, and cancelled; and including the number and value of Postal Notes destroyed by fire, &c., while in possession of Postmasters, during the year ended March 31, 1911.

Months.	20 cents.	25 cents.	30 cents.	40 cents.	50 cents.	60 cents.	70 cents.	75 cents.	80 cents.	90 cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$10.00	Total number of notes.	Total value.
1910.																				$ cts.
April	172	146	161	136	192	105	116	137	110	125	205	109	147	86	85	62	103	76	2,273	3,416 64
May	188	192	144	136	185	87	115	129	99	102	250	104	98	75	101	83	121	88	2,297	3,630 68
June	193	220	162	175	217	100	161	129	136	138	281	105	142	57	76	37	118	63	2,510	3,331 05
July	408	451	346	365	417	238	391	296	348	345	557	205	266	164	193	119	182	95	5,386	6,701 36
August	199	202	182	183	210	97	119	142	149	142	246	111	148	50	91	58	112	89	2,530	3,654 82
September	155	166	144	140	191	102	125	113	116	137	210	110	145	88	78	62	127	79	2,318	3,584 10
October	195	190	146	157	194	100	129	144	114	109	234	135	168	112	104	81	146	98	2,556	4,186 69
November	126	137	108	78	186	73	79	86	80	73	221	100	137	81	76	39	83	48	1,811	2,671 00
December	93	129	102	102	175	81	66	111	55	63	253	96	145	75	86	62	117	83	1,894	3,322 76
1911.																				
January	102	123	89	104	269	81	63	78	77	81	232	109	126	65	68	54	100	74	1,895	3,047 81
Februry	80	123	69	69	134	63	72	99	76	78	200	112	115	64	57	38	82	50	1,581	2,477 98
March	170	204	149	166	180	84	86	121	97	95	276	101	134	75	88	56	131	66	2,279	3,379 97
Total	2,081	2,283	1,802	1,811	2,550	1,211	1,522	1,585	1,457	1,488	3,195	1,397	1,771	992	1,103	751	1,422	909	29,330	43,404 86

APPNEDIX F.—*Continued.*

STATEMENT showing the number and value of Paid Postal Notes received in the Postal Note Division, for the fiscal years ended June 30, from August 1, 1898, to June 30, 1906; for the nine months ended March 31, 1907, and for the subsequent years ended March 31.

—	20 cents.	25 cents.	30 cents.	40 cents.	50 cents.	60 cents.	70 cents.	75 cents.	80 cents.	90 cents.	$1.00.
1899.........	16,207	33,830	19,428	23,413	44,149	16,402	28,388	.....	15,657	6,490	74,589
1900..........	28,515	47,290	38,817	37,592	61,784	33,461	23,127	30,046	27,963	20,863	102,626
1901..........	35,607	51,070	42,542	42,424	71,313	36,923	27,502	30,379	31,388	26,014	120,550
1902.........	36,389	61,126	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,107	144,028
1903	39,694	71,530	55,966	53,744	96,008	46,098	31,066	48,188	39,492	35,201	173,114
1904..........	45,737	82,740	63,782	61,046	112,776	52,447	33,240	60,421	47,192	39,780	206,924
1905..........	59,380	112,291	80,675	76,659	149,982	64,742	38,248	78,782	59,143	47,982	270,258
1906..........	74,360	141,672	101,199	94,647	188,784	82,451	43,968	91,598	70,379	57,953	332,506
1907..........	60,346	113,097	79,412	73,843	148,916	65,847	33,824	70,982	52,358	46,613	271,583
1908..........	88,298	168,812	118,613	112,722	224,306	98,958	52,737	106,967	76,779	68,479	391,945
1909..........	94,872	182,015	125,358	114,761	239,763	99,293	57,386	118,044	81,001	72,261	403,267
1910..........	112,730	213,278	145,453	133,850	283,773	114,680	65,867	142,181	94,626	84,929	469,292
1911..........	125,880	237,435	160,891	147,058	316,664	128,502	74,018	157,494	105,952	95,485	528,172

—	$1.50.	$2.00.	$2.50.	$3.00.	$4.00.	$5.00.	$10.00.	Total number of Notes.	Total Value, including Postage Stamps, affixed to Notes.		Value of Postage Stamps affixed for extension of value.		Extra Commission paid in Postage Stamps.	
									$	c.	$	c.	$	c.
1899	32,411	48,316	26,710	15,172	11,182	59,063	......	471,407	771,490	28	2,272	38	5	56
1900	50,578	67,785	31,048	43,989	32,448	91,318	....	769,250	1,289,976	47	4,897	97	38	46
1901	61,002	78,682	34,036	50,880	37,602	99,685	......	877,599	1,459,015	75	5,045	70	61	84
1902	70,732	94,105	38,022	58,128	42,812	118,791	......	1,012,091	1,702,469	85	5,775	75	70	70
1903	80,509	114,053	46,211	68,804	49,577	147,308	......	1,196,563	2,046,094	54	6,390	34	87	65
1904	89,985	132,805	53,219	83,001	60,507	140,871	65,244	1,431,717	2,898,751	28	6,985	33	67	41
1905	109,790	168,255	64,713	106,226	78,416	172,643	105,800	1,843,985	3,879,568	86	7,767	01	41	13
1906	128,585	203,945	75,894	129,484	93,558	206,356	131,128	2,248,467	4,707,563	88	8,503	28	42	03
1907	105,002	162,939	62,574	102,974	75,497	164,017	106,933	1,796,757	3,786,876	73	6,730	88	34	31
1908	147,563	236,657	86,204	144,981	102,607	225,969	147,145	2,600,342	5,310,588	26	9,250	21	45	77
1909	141,282	238,603	81,740	137,090	94,121	212,592	137,054	2,630,503	5,112,853	00	8,866	85	Nil.	
1910	159,540	275,040	94,852	159,920	107,603	244,436	157,767	3,059,817	5,904,414	44	9,964	99	Nil.	
1911	178,854	307,378	108,334	183,133	122,487	274,747	179,183	3,431,667	6,665,502	41	10,856	76	Nil.	

APPENDIX F.—*Concluded.*

STATEMENT showing the number and value of British Postal Orders paid in Canada during the year ended March 31, 1911.

6*d.*	1*s.*	1*s.*6*d*	2*s.*	2*s.*6*d*	3*s.*	3*s.*6*d*	4*s.*	4*s* 6*d*	5*s.*	5*s.*6*d*	6*s.*	6s.6*d*	7*s.*	7*s.*6*d*	8*s.*	8*s.*6*d*
253	837	302	1040	1330	516	139	575	155	2582	53	244	57	125	209	227	89

9*s.*	9*s.*6*d.*	10*s.*	10*s.*6*d.*	11*s.*	11*s.*6*d.*	12*s.*	12*s.*6*d.*	13*s.*	13*s.*6*d.*	14*s.*	14*s.*6*d.*	15*s.*	15*s.*6*d.*	16*s.*	16*s.*6*d.*	17*s.*
60	38	3048	162	67	71	138	173	74	39	72	27	709	28	65	35	29

17*s.*6*d.*	18*s.*	18*s.*6*d.*	19*s.*	19*s.*6*d.*	20*s.*	21*s.*	Total number of Orders.	Total Value.			Amount paid by Canadian Postmasters.		Canada's share of commission.	
								£	*s.*	*d.*	$	c.	$	c.
25	47	26	33	21	8587	534	22,841	13,609	1	0	66,082	64	260	24

R. M. COULTER,
Deputy Postmaster General.

W. J. GLOVER,
Accountant.

APPENDIX G.

LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONDUCTING THE MONEY ORDER, POSTAL NOTE AND SAVINGS BANK SYSTEMS.

APPENDIX G.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order, Postal Note and Savings Bank Systems, brought to account during the year ended March 31, 1911.

	$	cts.
Postage Stamps destroyed by fire :		
Deerbrook, Ont., April 15, 1909	9	00
Elk Lake, Ont., April 1, 1910	66	48
Gallingertown, Ont., January 6, 1910	5	00
Gerald, Sask., January 31, 1910	4	75
Holland, Man., January 29, 1910	21	45
Horse Lake, Sask., November 28, 1910	4	00
Ladysmith, Que., November 20, 1910	2	10
Legere Corner, N.B., August 14, 1910	8	00
Lyleton, Man., August 28, 1910	5	12
Lynch, N.B., January 16, 1910	6	00
Mount Royal, Man., April 10, 1910	7	50
Port Morien, N.S., October 1, 1910	4	25
South Zorra, Ont., November 24, 1909	1	12
White Rock, B.C., September 12, 1910	19	55
Yamaska, Que., September 22, 1909	11	00
Postage Stamps and Post Office funds destroyed by fire :		
Bickford, Ont., May 13, 1910	14	00
Burgessville, Ont., March 19, 1910	15	74
Coalburn, N.S., December 11, 1909	8	46
Duncrief, Ont., November 4, 1909	43	47
Fernie, B.C., August 1, 1908	1,071	44
Flesherton, Ont., November 18, 1910	7	90
Head of St. Margaret's Bay, N.S., September 6, 1909	43	62
Mullingar, Sask., September 29, 1909	20	99
Oakner, Man., March 6, 1910	21	79
Sight Point, N.S., November 18, 1910	5	00
Springhill, N.B., December 9, 1909	9	42
Tate, Sask., December 22, 1910	23	71
Trois Rivieres, Que., June 22, 1908	955	81
Post Office funds destroyed by fire :		
Dillonport, Ont., November 30, 1907		72
Killaly, Sask., September 7, 1910	3	20
Tate, Sask., November 12, 1910	140	00
Vananda, B.C., June 1, 1910	13	00
Postage Stamps and Post Office funds stolen :		
Cranbrook, B.C., October 5, 1910	45	76
Delhi, Ont., May 3, 1910	86	39
Essex, Ont., October 27, 1910	363	07
Greenwich, N.S., April 1, 1910	1	88
Kipp, Alta., December 25, 1910	13	75
Wright, Que., October 4, 1909	30	32
Post Office funds stolen :		
Aldershot, Ont., July 1, 1910	2	50
Balgonie, Sask., September 24, 1910	35	12
Greenwood, Ont., March 9, 1910	7	77
Postage Stamps mailed at Paspebiac, Que., July 22, 1907, lost in transit to Department	11	05
Postage Stamps lost in transit from Calgary, Alta., to Glengarry Plains, Sask., December 18, 1909	10	00
Contents of Registered Letter stolen at Scotia Junction, Ont., June 7, 1910	12	17
Shortage in Postage Stamps issued to Dalmeny, Sask., July 23, 1910		25
Shortage in Postage Stamps issued to Lawson, Sask., September 27, 1910	2	10
Shortage in Postage Stamps issued to Abernethy, Sask., January 11, 1911	1	14
Shortage in Postage Stamps issued to Vernon, B.C., February 17, 1911	1	00
Money Order No. 2110, Porcupine, Ont., paid to wrong person on a forged signature at Toronto, Ont., February 16, 1911	20	00
Post Office funds contained in a remittance from Birmingham, Sask., to the Canadian Bank of Commerce, Moose Jaw, Sask., lost in transit February 8, 1911	200	00
Indemnity for lost registered letters and parcels	591	71
Total	4,009	57

W. J. GLOVER,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX H.

REPORT OF LOST MONEY LETTERS

APPENDIX H.

A STATEMENT of all cases occurring within the Year ended March 31, 1911, of the abstraction or loss of Letters containing Money sent through the Post, showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

No.	Name of Writer.	Where mailed.	When mailed.	Contents.	Address of Letter.		Result of Proceedings instituted in each case by the Department.
					Name.	Place.	
			1909.	$ cts.			
1	Mrs. Alex. Ouelette (or Willitte).	Byng Inlet, North, Ont.	April 5	2 40	J. F. Goodfellow	Midland, Ont	Responsibility located. Value recovered.
2	Rev. H. Caron	"	" 6	2 00	Dr. L. J. Caron.	Maskinonge, Que	" " " "
3	J. A. Morrison	Beaudrene, Ont	May 24	3 00	F. C. McGrath	Cache Bay, Ont	Loss due to burglary of the Beaudrene Post Office. Indemnity paid.
4	D. H. Forbes	Roy, B.C	Aug. 27	5 00	D. Burton	Vancouver, B.C	Responsibility located. Value recovered.
5	Lee Chee	Schooner Passage, B.C.	" 27	25 00	Quong Sun Tai Co	Victoria, B.C	" " " "
6	Chas. Sabo	Regina, Sask	" 6	24 00	Dept. of Interior	Ottawa, Ont	" " " "
7	Bank of Montreal	Merritt, B.C	Oct. 8	150 00	W. Dickson	Harper's Camp, B.C.	This letter was destroyed through the burning of the Harper's Camp Post Office. Indemnity paid.
8	W. B. Smythe	Stewart River, Yukon.	" 13	60 00	Gold Commissioner	Dawson, Yukon	Responsibility located. Value recovered.
9	M. Frechette	Baie Shawenegan, Que.	Nov. 5	13 00	A. Frechette	St. Etienne de Gros, Que.	" " " "
10	Elizabeth Shakespeare.	Appleby, Ont	" 6	3 00	Mrs. Weller	South Cayuga, Ont	" " " "
11	L. Logue.	Farndon, Que	" 29	5 00	Miss L. Logue	St. Alexd'Iberville, Que.	" " " "
12	D. Dorose	Neilsonville, Que	Dec. 6	3 00	A. Cavaline	St. Jean Port Joli (re-addressed to Garneau, Que.)	" " " "
13	V. Edgett	Apple River, N.S.	" 20	5 00	Geo. Walker	Joggin Mines, N.S	" " " "
14	J. A. McNaughton	Edmonton, Alta	" 20	5 00	W. E. Walker	Irma, Alta	" " " "
15	Mrs. P. Methot.	Percé, Que	" 23	5 00	Mrs. J. Methot.	Gascons, Que	" " " "
16	Postmaster	Whitehead, Percé, Que.	" 24	2 00	Postmaster	Quebec, Que	" " " "
			1910.				
17	H. M. Smith	Coblenz, Sask	Jan. 4	42 00	Mrs. Jennie Lambert	Niagara Falls, Ont	" " Indemnity paid.
18	J. E. Amos	Raymond, Alta	" 8	10 00	J. H. Amos	Brinsley, Ont	" " Value recovered.

19	H. Ohlsen	San Josef Bay, B.C	"	8	7 00	H. R. Godfrey	Vancouver, B.C	The mail containing this letter was lost through the sinking of a motor boat in which it was being conveyed to Winter Harbour. The contractor lost his life. Indemnity paid.
20	A. C. Menderhall	Barons, Alta	"	10	3 75	T. Eaton Co	Winnipeg	Impossible to definitely locate responsibility. Indemnity paid.
21	Bank of British North America.	Raymore, Alta	"	13	2,008 00	Bank of British North America	"	Case still under inquiry. Packet insured.
22	F. Poshak	De Winton, Alta	"	15	80 00	Alberta Irrigation & Ry. Co.	Lethbridge, Alta	Responsibility located. Indemnity paid.
23	Mrs. W. B. Lynch	Lynch, N.B	"	15	0 50	L. L. Hardy	Ste. Bazile de Portneuf, Q	This letter was lost through the burning of the Lynch Post Office. Indemnity paid.
24	Mrs. C. Johnson	Webb, Sask	"	20	12 65	T. Eaton Co	Winnipeg, Man.	Responsibility located. Value recovered.
25	Mrs. D. A. McNicol	Brownfield, Alta	"	21	1 00	W. H. Scroggie	Montreal, Q	" " "
26	Geo. Roy	St. George, Q	"	24	13 00	Frost & Wood	Quebec, Q	" " "
27	F. S. Cryderman	Gallingertown, Ont	"	24	6 00	Dept. of Agriculture	Ottawa	" " "
28	Faith E. Webber	Ship Harbour Lake, N.S	Feb.	7	9 20	T. Eaton Co	Toronto, Ont.	" " "
29	Mrs. H. G. Gaudin	Cap d'Espoir, Q	"	15	1 00	Daily Star	Montreal, Q	" " "
30	A. J. Pennoyer	Gaspe, Q	"	16	5 80	J. Cyr	Ste. Adelaide, Q	" " "
31	A. N. Leslie	Spry Bay, N.S.	"	18	15 00	Frazier, Thornton & Co	Cookshire, Q	" " "
32	Mrs. P. L. Lanferty	Whitehead - Percé, Q	"	19	3 00	T. Eaton Co	Toronto, Ont.	" " "
33	F. Wagnor	Brèche à Manon, Q	"	23	1 00	Fruitatives Co	Ottawa, Ont	" " "
34	K. Singh	Errington, BC	"	21	122 00	P. J. Yoarm	Vancouver, B.C	Impossible to definitely ascertain how letter might have disappeared. Owing to death of addressee case could not be completed.
35	B. C. Packers' Association	Vancouver, B.C.	"	26	112 00	J. McLaughlin	Wadhams, B.C.	Impossible to definitely locate responsibility. Indemnity paid.
36	J. W. Beck	Cap d'Espoir, Q	Mar.	5	4 00	T. Eaton Co	Toronto, Ont.	Responsibility located. Value recovered.
37	E. J. Westman	Sherbrooke, Q	"	8	39 50	Geo. Faulkner	Brantford, Ont.	Responsibility located. Indemnity paid.
38	F. Nadeau	Ste. Sophie de Megantic, Q	"	8	55 65	"	"	" " "
39	Postmaster	Halcyon Hot Springs, B.C	"	14	200 00	Imperial Bank	Revelstoke, B.C	" " "
40	P.O. Inspector, Toronto (Test letters)	Toronto, Ont.	"	19	2 50	T. Eaton Co	Toronto, Ont.	Responsibility located. Value recovered. Thief sentenced to three years in penitentiary.
41	" "	"	"	19	2 01	"	"	
42	" "	"	"	..	2 50	"	"	
43	Joshua Atyeo	Weyburn, Sask.	Apr.	15	7 00	W. Atyeo	Royholm, Sask.	Responsibility located. Value recovered.
44	Wm. Smith	Montreal, Q	"	30	2 00	Mrs. A. Legault	Gatineau Point, Q	" " "
45	D. Valois	Causapscal, Q	May	2	40 80	Mrs. R. Lavois	Amqui, Q	Responsibility located. Indemnity paid.
46	S. McGee	Wallaceburg, Ont.	"	11	10 00	F. Osborne	Bickford, Ont.	This letter was destroyed through the burning of the Bickford Post Office. Indemnity paid.
47	S. S. Shimo	Victoria, B.C	"	13	25 00	T. Kato	Vancouver, B.C.	Responsibility located. Value recovered.
48	Postmaster	Vanada, B.C.	"	13	13 00	Canadian Bank of Commerce	"	This letter was destroyed through the burning of the Vanada Post Office. Contents, Post Office Funds.

A STATEMENT of all cases occurring within the Year ended March 31, 1911, of the abstraction or loss of Letters containing Money sent through the Post, showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department

No.	Name of Writer.	Where mailed.	When mailed.		Contents.	Address of Letter.		Result of Proceedings instituted in each case by the Department.
						Name.	Place.	
			1910.		$ cts.			
49	C. E. Roberts	Mosside, B.C.	May	20	1 00	T. Eaton Co.	Winnipeg, Man.	Responsibility located. Value recovered.
50	M. C. Nelson	"	"	20	1 00	"Bulletin"	Edmonton, Alta.	" " " "
51	Mrs. Baldwin	"	"	26	3 00	T. Eaton Co.	Winnipeg, Man.	" " " "
52	Postmaster	"	"	27	10 00	Postmaster	Calgary, Alta.	" " " "
53	C. L. Nicholls	Hillcrest, B.C.	"	27	5 00	Kydd Bros.	Vancouver, B.C.	" " " "
54	E. B. Forest	Ottawa, Ont.	"	31	10 00	Miss G. C. Cowan	Montreal, Q.	" " " "
55	Miss Babin	Quebec, Q.	June	8	2 00	Mrs. T. Babin	New Carlisle, Q.	Responsibility located. Value recovered. The thief, who was a deafmute was dismissed from the service.
56	W. D. McPherson	Toronto, Ont.	"	11	10 00	W. B. McPherson	Port Arthur, Ont.	Responsibility located. Value recovered.
57	G. Dufour	Chicoutimi West, Q.	"	12	5 00	A. Dufour	Quebec, Q.	" " " "
58	Postmaster	Biggar, Sask.	"	15	270 00	Bank of Montreal	Saskatoon, Sask.	" " " "
59	A. Reid	Vancouver (Sub-P. O. No. 18), B.C.	"	18	2 00	R. H. Cairns	Sardis, B.C.	" " " "
60	Mrs. E. Regan	Dalhousie Station, Q.	"	25	10 00	L. Daoust	St. Polycarpe, Q.	The mail in which this letter was contained, when being thrown from the train at the St. Polycarpe catching past station, fell under the wheels and was destroyed. Indemnity paid.
61	Geo. H. Dewitt	Head of River Hebert, N.S.	"	26	27 00	J. G. Rainnie	Halifax, N.S.	Responsibility located. Value recovered.
62	Postmaster	River Gilbert, Q.	"	30	10 00	Crown Whip Co.	Rock Island, Q.	" " " "
63	M. Cameron	New Victoria, N.S.	July	5	5 00	D. A. McLeod	Ashby, N.S.	" " " "
64	John Hennersey	Joggin Mines, N.S.	"	5	25 00	Bank of Nova Scotia	River Hebert, West Side, N.S.	Responsibility located. Value recovered. Thief brought to trial and liberated on suspended sentence, owing to his extreme youth.
65	W. H. McInnis	Ashby, N.S.	"	25	10 00	Angus McDonald	Oban, N.S.	Responsibility located. Value recovered.
66	Peter Murray	"	Aug.	2	12 50	P. Christmas	Eskasoni, N.S.	" " " "
67	A. McDonald	Gilbert Plains, Man.	"	16	20 00	F. Case	Glenella, Man.	Responsibility located. Value recovered.
68	Maud Ward	Stirling, Ont.	"	18	65 00	W. B. Riggs	Belleville, Ont.	" " " "
69	Mrs. W. Pretty	Ashby, N.S.	"	20	2 39	T. Eaton Co.	Toronto, Ont.	" " " "

70	Mrs. W. Pretty.. ...	"	"	20	2 05	"	"	" " " "
71	Postmaster...........	Cutler, Ont.......	"	22	760 00	Bank of Montreal.....	" . . .	" " " "
72	J. B. O'Halloran......	Ashby, N.S.......	"	22	10 00	Lauretta Baker...	New Annan, P.E.I..	" " " "
73	J. S. Macaulay........	"	"	23	5 00	Mrs. A. A. Macaulay.	Mt. Buchanan, N.S.	" " " "
74	Joseph Kramer.	Hobbema, Alta...	Sept.	3	100 00	Campbell, Wilson & Horne	Calgary, Alta......	Responsibility located. Indemnity paid.
75	J. J. Beaton	Ashby, N.S.......	"	3	10 00	Mercantile Insurance Co......	Halifax, N.S........	Responsibility located. Value recovered.
76	N. Morehouse........	Morehouse, N.B..	"	14	7 50	McFarland, Thompson & Anderson..... ..	Fredericton, N.B..	" " " "
77	Mrs. C. Donald.......	Upper Blackville, N.B.....	"	15	6 50	C. Burtt..............	" ..	" " " "
78	Miss D. Arbo.........	Morehouse, N.B..	"	19	2 25	G. F. Durham...	Stanley, N.S........	" " " "
79	J. D. Morehouse......	" ..	"	19	18 75	C. N. Moyer & Co.....	Toronto, Ont........	" " " "
80	Annie McCague.	Mono Centre, Ont.	"	22	4 00	T. Eaton Co	"	" " " "
81	Mrs. Joseph McGuire..	Vancouver Sub., P.O. No. 3, B.C.	"	23	25 00	J. O. Sullivan.........	Winnipeg.....	" " " "
82	Crown Lands Office....	Fredericton, N.B.	"	23	1 00	C. Donald	Upper Blackville, N.B.......	" " " "
83	Jos. Ladouceur...	Lac la Biche.	"	24	65 00	Colonial Investment Co.......	Winnipeg, Man.....	" " " "
84	Alf Forseneuve	"	"	24	14 00	Dept. of Public Works.	Edmonton, Alta....	" " " "
85	Oscar Lafranc....	St. Joseph du Lac, Q..	"	26	10 85	T. Eaton Co..........	Toronto, Ont.	" " " "
86	Canadian Bank of Commerce.	New Westminster, B.C.......	Oct.	6	50 00	M. F. Goring.....	Jervis Inlet, B.C....	Responsibility located. Indemnity paid.
87	Miss J. Larooche......	Laurier, Q	"	7	15 00	Allans' Toilet Soap Co.	Montreal, Q........	" " " "
88	Chas. Monary	Hamilton, Ont ...	"	8	13 00	Prof. H. C. Kemp.....	Essex, Ont..........	Loss due to the burglary of the Essex Post Office. Indemnity paid.
89	A. James......... ...	Toronto, Ont......	"	9	4 00	F. C. James	Hamilton, Ont	Responsibility located. Value recovered.
90	Postmaster	Earl Grey, Sask...	"	16	157 00	Bank of Commerce ...	Moose Jaw, Sask...	" " " "
91	Alex. Thompson......	Cobden, Ont......	"	20	6 00	D. T. B. Ferry..	Essex, Ont	Loss due to the burglary of the Essex Post Office. Indemnity paid.
92	Home Bank of Canada	Winnipeg, Man...	"	22	277 44	E. C. Ducker.....	Pilot Butte, Sask...	Loss due to the burglary of the Pilot Butte Post Office. Letter insured.
93	G. Lafontaine.........	Hervey Junction Q	"	25	30 00	Mrs. G. Lafontaine...	St. Stanislos, Q.....	Responsibility located. Inpemnity paid.
94	Mrs. Cicely Arsenault.	Roxbury, P. E. I..	Nov.	5	19 50	Neil McLeod..........	Summerside, P.E.I.	Responsibility located. Value recovered.
95	Mrs. M. Belair.. .. .	Mont Rolland, Q..	"	11	10 00	E. Laframboise..	Montreal, Q........	Responsibility located. Value recovered,
96	Postmaster...	Tate, Sask.	"	12	140 00	Bank of Montreal.....	Saskatoon, Sask.....	This letter was destroyed through the burning of the post office at Tate. Contents Post Office funds.
97	W. E. Scott......	Dumfries, N.B....	"	14	17 38	Dickason & Armstrong	St. John, N.B . ..	Responsibility located. Value recovered.
98	Mrs. Wm. Farrow ...	South Oshawa, Ont	Dec.	12	9 00	T. Eaton Co....... ..	Toronto...........	" " " "
99	D. H. McMillan.	Winnipeg, Man..	"	13	10 00	D. McMillan... . ..	Lake Ainslie, East Side, N.S.	" " " "
100	Miss G. Archibald	St. John, N.B	"	31	5 00	Mrs. A. A. Archibald.	Millerton, N.B......	" " " "
			1911		$ cts.			
101	Bank of Nova Scotia..	New Waterford, N.S.	Jan.	11	7,500 00	Bank of Nova Scotia..	Sydney, N.S. . .	Responsibility located. Value recovered. Thief sentenced to three years in penitentiary.

A STATEMENT of all cases occurring within the year ended March 31, 1911, of the abstraction or loss of Letters containing Money sent through the Post, showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

No.	Name of Writer.	Where mailed.	When mailed.	Contents.	Address of Letters.		Results of Proceedings instituted in each case by the Department.
					Name.	Place.	
			1911	$ cts.			
102	Miss Minnie Taylor...	Roache's Point Ont	Feb. 1	10 00	Mrs. Elias Taylor....	Churchill, Ont.....	Responsibility located. Value recovered.
103	Royal Bank of Canada	Victoria, B. C ...	" 2	1,000 00	Royal Bank of Canada	Chilliwack, B.C....	" " " "
104	Mrs. T. Brady.... ...	Toronto Sub. P O. No. 55.	" 3	5 00	Mrs. J. Levy...	Clinton, Ont........	These letters were destroyed in the wreck of the postal car between Bridgeport and Goderich, on the 4th February. Indemnity paid.
105	H. G. Murray.........	Galt, Ont..........	" 4	10 00	Mrs. H. G. Murray....	Plattsville, Ont.	
106	Avey & Jones.........	London, Ont......	" 4	One sovereign.	M. M. Staebler.......	Tavistock. Ont . ..	
107	Postmaster..........	London, Ont......	" 4	4 00 in postage stamps.	Postmaster...	Laurier, Ont........	Destroyed in above mentioned wreck. Post Office Funds.
108	Dominion Bank.......	Huntsville, Ont...	" 8	184 00	F. A. Cassidy.........	Dorset, Ont.........	Responsibility located. Indemnity paid.
109	Dominion Bank.......	Madoc, Ont.	" 8	999 75	Thos. Staughton......	Bancroft, Ont.......	Still under enquiry. Packet insured.
110	Royal Bank of Canada	Prince Rupert, B.C	" 24	1,000 00	Manager, Royal Bank of Canada.	Vancouver, B.C....	Still under enquiry.
111	Miss Aggie Boothroyd	Thamesville, Ont..	" 22	0 09	Collector of Customs..	Chatham, Ont......	Responsibility located. Value recovered. Thief brought to trial and allowed out on suspended sentence.
112	Wm. S. Solwoy.	Thamesville, Ont..	" 28	0 50	F. E. Karn & Co	Toronto	

R. M. COULTER,

Deputy Postmaster General.

APPENDIX I.

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

APPEN

STATEMENT of Letters, &c., received at the Dead Letter Branches in Canada for the
how such Letters, &c.,

Table No. 1—Showing the Number of Letters, &c., of

Number received.		—	—	—	—
DEAD LETTERS :—					
Received from Great Britain (of these were registered	690)	51,346			
" United States ("	1,720)	167,281			
" France ("	—)	1,923			
" Mexico ("	44)	657			
" Cuba ("	15)	623			
" Newfoundland("	3)	610			
" New Zealand ("	8)	485			
" Japan ("	1)	467			
" New S. Wales("	9)	449			
" Other colonies and foreign countries (of these were registered	122)	5,853			
	2,612	229,694			
LESS—Registered, accounted for below		2,612	227,082		
Books, postal cards, &c., also received		.....	115,506	342,588	
Returned from post offices in Canada and classified as follows :—					
Registered letters on hand March 31, 1910		794			
" received during the year ended March 31, 1911, including those of foreign origin		21,094	21,888		
Letters found to contain value and recorded on hand March 31, 1910		427			
Letters found to contain value and recorded during the year ended March 31, 1911		12,364	12,791	34,679	
Ordinary dead letters on hand March 31, 1910		....	6,277		
" " received during the year ended March 31, 1911		....	994,598		
Ordinary dead letters with printed address of senders		....	15,047		
" " official franks		....	3,119	1,019,041	
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, on hand March 31, 1910		... .	221		
Returned dead letters received during the year ended March 31, 1911		....	43,188	43,409	
Dead samples on hand March 31, 1910		....	2		
" received during the year ended March 31, 1911		....	2,834	2,836	
Dead postal cards, parcels, &c., on hand March 31, 1910		....	6,142		
" " received during the year ended March 31, 1911		... .	934,738	940,880	2,383,433
Carried forward					2,383,433

DIX I.

year ended March 31, 1911, and of their contents, valuable or otherwise, showing have been disposed of.

all kinds received, with the disposition made of them.

How disposed of.		—	—	—	—
DEAD LETTERS :—					
Returned to Great Britain including all foreign letters not enumerated below (of these were registered.	7,185)	212,797			
Returned to United States ("	225)	128,755			
" France ("	406)	4,923			
" Newfoundland ("	21)	3,809			
" New Zealand ("	16)	1,167			
" New S. Wales ("	7)	1,067			
" Japan ("	69)	995			
" Hong Kong ("	21)	542			
" Victoria ("	6)	503			
" Other colonies and foreign countries (of these were registered	188)	12,106			
	8,144	366,664	358,520		
Books, postal cards, &c., of British and Foreign origin also returned			179,046		
				537,566	
Registered letters returned to writers including those of foreign origin..		17,557			
Registered letters failed of delivery to writers, owing to refusal to redeem, want of address, &c , found to be of no value and destroyed..		1,394			
Registered letters in Dead Letter Branches awaiting claim		2,937			
			21,888		
Letters found to contain value returned to writers.		12,152			
" failed of delivery and found to be of no value and destroyed		5			
" found to contain value, failed of delivery in Dead Letter Branches awaiting claim...............		634			
			12,791		
				34,679	
Ordinary dead letters returned to writers........................... ..			367,038		
" with printed addresses, returned to senders			15,047		
" returned to government departments			3,119		
" without signatures or postmarks, accounts, &c., destroyed.......			573,441		
" on hand in Dead Letter Branches, March 31, 1911....			60,396		
				1,019,041	
Returned dead letters disposed of....			38,681		
" on hand in Dead Letter Branches, March 31, 1911......			4,728		
				43,409	
Dead samples forwarded or returued to senders........			1,929		
" destroyed			896		
" on hand in Dead Letter Branches, March 31, 1911			11		
				2,836	
Dead postal cards, parcels, books, &c., forwarded or returned to senders...............................			76,306		
Dead postal cards, parcels, books, &c., disposed of.			663,835		
" " remaining in Dead Letter Branches			5,767		
				745,908	
					2,383,433
Carried forward....................					2,383,433

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward				2,383,433
SPECIAL LETTERS, classified as follows :—				
Registered letters on hand March 31, 1910	350			
Registered letters received for postage, better direction, &c., for the year ended March 31, 1911	12,839	13,189		
Letters found to contain value and recorded, on hand March 31, 1910	550			
Letters found to contain value and recorded, received for postage, better direction, &c., for year ended March 31, 1911	15,610	16,160	29,349	
Ordinary letters received for postage, on hand March 31, 1910	1,239			
Ordinary letters received for postage, for year ended March 31, 1911	61,275	62,514		
Ordinary letters received for better direction		123,687	186,201	
Drop letters on hand March 31, 1910		15		
Drop letters received for postage, &c., for year ended March 31, 1911		6,352	6,367	
Letters for foreign countries on hand March 31, 1910		1,652		
Letters for foreign countries received as unpaid or short paid for the year ended March 31, 1911		42,215	43,867	
Post cards received for postage or better direction, on hand March 31, 1910	11,309			
Post cards received for postage or better direction for the year ended March 31, 1911	230,526	241,835		
Samples received for postage or better direction, an hand March 31, 1910	22			
Samples received for postage or better direction, for the year ended March 31, 1911	612	634		
Parcels, books, &c., on hand March 31, 1910	3,810			
Parcels, books, &c., received for postage, better direction for the year ended March 31, 1911	67,621	71,431	313,900	579,684
Grand total				2,963,117

I—*Continued.*

Canada, for the year ended March 31, 1911.

received, with the disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward				
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded to address	12,793			
Registered letters unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver	101			
Registered letters in Dead Letter Branches awaiting claim	295	13,189		
Letters found to contain value returned to writers or forwarded to address	15,599			
Letters destroyed being of no further value	86			
Letters found to contain value in Dead Letter Branches awaiting claim	475	16,160	29,349	
Ordinary letters received for postage returned or forwarded to address	51,161			
Ordinary letters destroyed in consequence of the inability of the Department to return or deliver same	9,920			
Ordinary letters remaining in Dead Letter Branches	1,433	62,514		
Ordinary letters received for better address returned or forwarded	101,374			
Ordinary letters received for better address destroyed in consequence of the inability of the Department to return or deliver same	22,313	123,687		
Drop letters received for postage, returned or forwarded	4,476			
Drop letters received for postage, destroyed in consequence of the inability of the Department to return or deliver same	1,873			
Drop letters received for postage, remaining in Dead Letter Branches	18	6,367		
Letters for foreign countries returned or forwarded	37,902			
Letters for foreign countries destroyed in consequence of the inability of the Department to return or deliver same	4,894			
Letters for foreign countries remaining in Dead Letter Branches	1,071	43,867		
Post cards returned or forwarded	110,470			
" destroyed, being of no value	123,827			
" remaining in Dead Letter Branches	7,538	241,835		
Samples returned or forwarded	364			
" destroyed, being of no value	267			
" remaining in Dead Letter Branches	3	634		
Books, parcels, &c., returned or forwarded	36,265			
" " destroyed, being of no value	29,909			
" " remaining in Dead Letter Branches	5,257	71,431		
			550,335	
				579,684
Grand total				2,963,117

APPENDIX

SUM

STATEMENT of Letters received at the Dead Letter Branches,

TABLE NO. 1.—Showing the number of Letters of all kinds

Letters, books, parcels, cards, &c., on hand March 31, 1910	32,810
Dead letters, books, parcels, cards, &c., received for year ended March 31, 1911	2,369,570
Special letters, books, parcels, cards, &c., received for year ended March 31, 1911	560,737
	2,963,117

G. J. BINKS,
Superintendent.

I—*Continued.*

MARY.

Canada, for the year ended March 31, 1911—*Continued.*

received, with the disposition made of them—*Continued.*

Dead letters, books, parcels, cards, &c., disposed of	2,308,960
Special letters, books, parcels, cards, &c., disposed of	563,594
Letters, books, parcels, cards, &c., on hand March 31, 1911..........	90,563
	2,963,117

R. M. COULTER,
Deputy Postmaster General.

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of letters received containing money or other inclosures of value; the amount and nature of the contents; the number of such letters delivered during the year ended 31st March, 1911, and the number remaining undelivered.

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
5,673	Money including $224.81 enclosed in letters under other heads	21,713 01	5,237	436
21	Bills of exchange	5,110 89	20	1
3	Certificates	1,527 20	3	....
4,336	Cheques	632,398 31	4,290	46
4	Coupons	18 50	4	....
544	Drafts	104,151 84	534	10
1	I.O.U	2 00	1	....
282	Money orders (Bank)	6,011 94	280	2
1,993	" (Express)	29,115 16	1,954	39
4,346	" (Post Office)	52,522 13	4,251	95
46	Orders	1,255 85	45	1
2	Policies	1,505 00	2	....
2,328	Postal Notes	6,743 38	2,278	50
651	Promissory Notes	183,151 02	644	7
1,671	Receipts	176,855 65	1,629	42
15	Stock certificates	20.850 75	15	....
6	Time cheques	112 00	6	....
8	Vouchers	19,701 05	8	....
2	Warrants	16 50	2	....
7,185	Registered Letters sent to Dead Letter Office at London, England	....	7,185	....
225	Registered Letters sent to Dead Letter Office at Washington	....	225	....
734	Registered Letters sent to Dead Letter Offices of other Countries	....	734	....
1	Abstracts	....	1	....
2	" title	....	2	....
4	Account	....	4	....
1	Acousticon	....	1	....
2	Acids	....	2	....
3	Actina	....	3	....
2	Acts	....	2	....
3	Advertising matter	....	3	....
21	Affidavits	....	21	....
149	Agreements	....	145	4
1	Agreements of sale	....	1	....
2	Albums autograph	....	2	....
3	" coin	....	3	....
17	" photo	....	17	....
2	" post card	....	2	....
1	" snapshot	....	1	....
1	" stamp	....	1	....
1	Amber mouth piece	....	1	....
1	Annuity	....	1	....
7	Applications	....	5	2
43	Aprons	....	38	5
4	Armlets	....	4	....
5	Assignments	....	5	....
6	Baby bibs	....	6	....
6	" bonnets	....	5	1
4	" booties	....	4	....
1	" brush and comb	....	....	1
1	" coat	....	1	....

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Baby clothes		1	1
2	" hoods		2	
10	" jackets		9	1
1	" shoes		1	
5	Badges		5	
165	Bags		159	6
1	" chatelaine		1	
13	" hand		13	
1	" punching		1	
3	" school		3	
9	" work		9	
5	Baggage checks		5	
2	Balls		2	
1	" foot		1	
2	Barrette		2	
4	Baskets		4	
9	" Indian		9	
2	" work		1	1
19	Beads		19	
1	" chain			1
6	" prayer		6	
4	" work		4	
1	Bed spread		1	
3	Bells		2	1
29	Belts		28	1
4	" buckles		4	
8	Bibles		7	1
1	Bill of Divorce		1	
1	" sale		1	
3	Birds stuffed		3	
19	" wings		19	
1	Biscuits		1	
1	Bits		1	
2	Blankets		2	
1	Blotters		1	
270	Blouses		263	7
3	" fronts		3	
2	" lace		2	
12	Blouses lengths		12	
12	Blue prints		12	
1	Bluine		1	
1	Bolt			1
2	Bonds		2	
3	Bonnets		3	
2	" sun		2	
266	Books		253	13
1	" account		1	
82	" bank		80	2
1	" card		1	
1	" commutation		1	
1	" hymn		1	
1	" lodge		1	
2	" memo		2	
7	" mileage		7	
1	" medical		1	
1	" music		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of values, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches,
		$ cts.		
1	Books order		1	
1	" picture		1	
59	" prayer		59	
1	" pocket		1	
194	" receipt		190	4
8	" savings		8	
3	" subscription		3	
1	" typewriter		1	
17	" views		17	
1	Book cover		1	
2	Booklets		1	1
168	Boots		167	1
2	Bottles		2	
9	Boxes		8	1
1	" brass		1	
12	" jewel		12	
1	Boxes, pencil		1	
10	" work		9	1
10	Bracelets		9	1
1	" bead		1	
4	Braid		4	
1	Bread		1	
355	Broaches		343	12
1	" amethvst		1	
6	" enamel		6	
1	" gilt		1	
1	" hand painted		1	
1	" pearl		1	
6	Brushes		5	1
1	" and comb		1	
5	Buckles		5	
1	Buffalo horn		1	
5	bulbs		5	
3	Butterflies		3	
9	Buttons		9	
298	Cakes		284	14
59	Calendars		57	2
3	Cameras		3	
5	Candles		5	
1	" shades		1	
1	Canned goods		1	
237	Candies		224	13
13	Caps		12	1
2	" knitted		2	
1	Capes		1	
8	Cards		7	1
4	" Christmas		3	1
27	" playing		26	1
1	" show		1	
1	" souvenir		1	
2	" transfer		2	
6	" visiting		6	
3	Carver sets		3	
4	Cases		4	
1	" dressing		1	
1	" glove		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911. $ cts.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
22	Cases handerchief		22	
1	" knife		1	
18	" jewel		18	
12	" medicine		9	3
2	" needle		2	
4	" travelling		4	
2	" writing		2	
23	Catalogues		19	4
1	Catarrhozona		1	
1	Caveat		1	
78	Centre pieces		76	2
1	" battenberg		1	
172	Certificates		167	5
26	" baptism		26	
3	" benefit		3	
5	" birth		5	
1	" C.O.F.		1	
6	" character		6	
1	" commission		1	
1	" cheesemaker		1	
5	" church membership		5	
5	" commercial travellers		5	
5	" death		5	
3	" discharge		3	
1	" education		1	
2	" entrance		2	
2	" engineers		2	
1	" high school		1	
4	" homestead		4	
1	" insurance		1	
2	" identity		2	
8	" I. O. F.		8	
2	" I. O. O. F.		2	
3	" Land grant		3	
1	" L. O. L.		1	
11	" lodge		10	1
26	" marriage		26	
5	" masonic		5	
1	" matriculation		1	
7	" medical		7	
3	" military		3	
6	" miners		6	
1	" membership		1	
1	" music		1	
1	" ownership		1	
1	" physician		1	
1	" police		1	
1	" pathmaster		1	
1	" probation		1	
1	" profit		1	
3	" railway		3	
3	" registry		3	
2	" seaman's discharge		2	
1	" settlers		1	
2	" service		2	
2	" school teacher		2	

APPENDIX I—*Continued.*

TABLE NO. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1910, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Certificates Sons of England		1	
1	" salvage		1	
1	" Sons of Scotland		1	
22	" stock		20	2
6	" shares		6	
1	" tax		1	
1	" time		1	
8	" transfer		8	
3	" title		3	
1	" vaccination		1	
1	" Woodmen of the World		1	
5	Chains		3	2
1	" hair		1	
1	" gold filled		1	
1	" brass			1
1	Chamois		1	
1	Charms		1	
1	Cheese		1	
1	" scoops		1	
1	China cup and saucer		1	
7	Chewing gum		7	
3	China ornaments		3	
2	" trays		2	
14	Chocolates		13	1
23	Cigars		20	3
16	Cigarettes		12	4
6	" paper		5	1
2	Circulars		2	
1	Clocks		1	
1	" alarm		1	
1	" works		1	
1	Cloth		1	
2	" tray		2	
651	Clothing		645	6
61	" childs		58	3
23	" men's		22	1
180	" old		176	4
65	" women's		63	2
1	Coal		1	
12	Coats		11	1
1	Coats, golf		1	
4	Cob of corn		4	
5	Cains		5	
31	Collars		31	
1	" linen		1	
5	" supports		5	
9	Combs		9	
1	" curry		1	
1	Commercial papers		1	
2	Compass		2	
1	Commission		1	
1	Concertina		1	
10	Confectionery		7	3
15	Contracts		14	1
4	Corsets		4	
3	" covers		13	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing money or other inclosures of value, &c.—*Continued*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Costumes		1	
1	Cotton goods		1	
1	Counterpanes		1	
2	Crochet needles		2	
6	Crown grants		6	
1	Cruet		1	
1	Covers		1	
1	Cuffs		1	
2	" buttons		2	
7	" links		6	1
4	Cups		3	1
1	" and saucer		1	
2	Curios		2	
1	" Indian			1
8	Cushions		7	1
240	" covers		240	
78	" tops		70	8
1	Cut glass		1	
1	Debentures		1	
38	Declarations		38	
59	Deeds		58	1
3	" quit claim		3	
1	" warrant		1	
1	Diary		1	
1	Developer bust		1	
9	Diplomas		9	
2	Discharges		2	
4	" mortgage		4	
6	Dishes		6	
1	" bon bon		1	
12	Doilies		12	
56	Dolls		56	
1	Drape		1	
1	Drapery			1
7	Drawings		6	1
34	Dresses		32	2
19	" child's		19	
30	" goods		30	
1	" muslin		1	
4	" night		3	1
2	Dresser covers		2	
1	" battenburg		1	
1	Dressing gown		1	
2	" sacques		2	
7	Dry goods		7	
1	Ears, foxes		1	
8	" rings		6	2
1	" syringe		1	
1	Easter eggs		1	
2	Ebony		2	
3	Egg cosies		2	
3	Electros		3	
3	Electrotypes		3	
4	Embroidery		4	
3	Engraving		3	

APPENDIX I—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1910	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1910.	No. of Letters delivered of those received during the year ended March 31, 1910.	No. of Letters undelivered on March 31, 1910, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Ensign		1	
8	Eye Glasses		8	
1	Face Cream		1	
2	" protectors		2	
760	Fancy articles		759	1
13	" work		13	
1	Fans		1	
4	Facinators		3	1
6	Feathers		4	2
5	" Ostrich		4	1
2	Field glasses		2	
36	Films		35	1
3	Fish		3	
1	Fishing tackle		1	
3	Flags		3	
1	Flannelette		1	
1	Flour		1	
2	Flowers dried		2	
2	Fobs		2	
1	Flute		1	
1	Forks		1	
1	Form blank		1	
49	Fountain pens		44	5
1	Frames		1	
3	Frilling		3	
2	Fruit		2	
92	Furs		90	2
2	" caps		2	
1	" collar and cuffs		1	
1	" coat		1	
1	" jacket		1	
2	Fur gauntlets		2	
15	" muffs		14	1
1	" necklet		1	
11	" ruffs		11	
1	" tail		1	
1	" set of		1	
1	Game		1	
7	Garters		6	1
10	Gauntlets		9	1
4	Glass		4	
1	" magnifying		1	
248	Gloves		233	15
16	" riding		16	
2	" wool		2	
30	Gold bracelets		29	1
56	" broaches		53	3
27	" chains		25	2
2	" charms		2	
1	" crown		1	
1	" cross		1	
1	" cuff buttons		1	
31	" " links		22	9
1	" dust		1	
7	" ear rings		5	2
3	" fobs		1	2

APPENDIX I.—*Continued*.

Table No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c,—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Gold heart		1	
5	" jewellery		5	
36	" lockets		31	5
5	" medals		5	
2	" necklaces		1	1
1	" pencil		1	
46	" pins		33	13
2	" " set in pearls		2	
1	" " safety		1	
1	" quartz		1	
1	" purse		1	
5	" rimmed glasses		5	
212	" rings		182	30
1	" rings diamond		1	
1	" " rubies and pearls		1	
9	" " signet		7	2
1	" " wedding		1	
4	" scarf pins		4	
17	" spectacles		17	
1	" spoons		1	
1	" tooth		1	
1	" thimbles		1	
77	" watches		64	13
1	" " chain		1	
1	Grain		1	
2	Grapes		2	
1	Guarantee		1	
1	Gum		1	
2	Hair		2	
1	" band		1	
20	" brushes		20	
4	" nets		4	
4	" pads		4	
1	" puff		1	
1	" receiver		1	
3	" tonic		3	
6	" switches		6	
1	Halter		1	
304	Handkerchiefs		288	16
1	" holder.		1	
3	Harness parts of		3	
11	Hats		8	3
2	" brushes		2	
1	" holder		1	
1	" horse		1	
2	" panama		2	
5	Herbs		5	
1	Holly		1	
3	Honey		3	
6	Hosiery		4	2
1	Image brass		1	
1	Indenture		1	
1	Ink		1	
1	" wells		1	
4	Insects		4	
1	Instruments aluminum		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Instruments drawing		1	
1	" measuring		1	
9	" musical		9	
8	" surgical		8	
118	Insurance policies		115	3
5	" " accident		5	
2	" " contract		1	
61	" " life		61	
5	" " fire		5	
7	Jabots		7	
16	Jackets		16	
1	" dolls		1	
1	" golf		1	
1	Japanese glass		1	
4	Jerseys		4	
2	Jet goods		2	
280	Jewellery		279	1
15	Keys		15	
3	Kimonas		3	
15	Knives		13	2
5	" butter		5	
2	" pearl handled		2	
1	Knives paper		1	
3	Knife, fork and spoon		3	
1	Kodak		1	
1	" films		1	
19	Lace		19	
10	" collars		10	
1	" cotton		1	
3	" curtains		3	
1	" handkerchief		1	
1	" tie		1	
1	" knitted		1	
1	" yokes		1	
1	Lady's companion		1	
2	Lamps		2	
1	" incandescent		1	
1	Land grant		1	
24	Leases		24	
3	Leather goods		3	
175	Legal papers		175	
1	Leggings		1	
34	Letters		34	
2	" opener		2	
2	" old		2	
42	" registered		40	2
2	" packets		2	
3	Licenses		3	
1	" dog		1	
10	" fishing		10	
7	" hunters		7	
2	" marriage		2	
13	" miners		13	
3	Linen		3	
1	Linings		1	
2	Liniment		2	
6	Lockets		5	1

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

Number of letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of letters received during the year ended March 31, 1911.	Number of letters delivered of those received during the year ended March 31, 1911.	Number of letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
39	Machinery		39	
2	" parts of		2	
4	Magazines		3	1
3	Manicure sets		3	
14	Manuscripts		13	1
10	Maps		9	1
84	Maple-sugar		84	
1	" syrup		1	
11	Match safes		11	
19	Mats		19	
155	Medicine		147	8
5	Merchandise		5	
13	Medals		13	
1	Metal article		1	
1	Millinery		1	
6	Miniatures		6	
1	Mince pie		1	
1	Mining claim		1	
2	Mirrors		1	1
28	Mitts		27	1
181	Moccasins		178	3
1	Model		1	
27	Mortgages		26	1
4	" chattel		4	
1	Motor parts of		1	
3	Mouth organs		3	
2	Mugs		2	
4	Muffs		4	
125	Mufflers		122	3
8	Municipal returns		8	
6	Muslin		5	1
13	Music		10	3
5	Napkin rings		4	1
5	Necklaces		4	1
10	Neck scarfs		8	2
35	Neckties		34	1
3	Needles		2	1
10	Newspapers		10	
823	Notices		818	5
7	Note paper		7	
2	Nut crackers		2	
1	Oath		1	
2	Oil		2	
1	" cloth		1	
1	Ointment		1	
1	Opal		1	
1	Opera glass		1	
4	Orders		4	
24	Ore		23	1
11	Ornaments		9	2
1	Overalls		1	
6	Overcoats		6	
2	Overshoes		2	
1	Painting		1	
1	" outfit		1	
15	Pamphlets		10	5

APPENDIX I—*Continued.*

Table No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Paper articles		2	
1	" file		1	
1	Papers, examination		1	
3	" naturalization		3	
163	" valuable		163	
2	Patents		2	
142	Passbooks		133	9
1	" A.O.H		1	
1	" Alliance Nationale		1	
5	" C.O.F		5	
2	" C.O C.F		2	
3	" C.M.B.A		3	
2	" I.O.F		2	
2	" Military		2	
1	" Royal Templars		1	
21	" Savings bank		21	
5	Passports		5	
3	Passes		3	
37	" railway		36	1
4	" steamer		4	
1	Pastry		1	
4	Patterns		4	
1	Paylist		1	
2	Pearl handed pens		2	
1	" pin		1	
1	" necklace		1	
1	Peanuts		1	
15	Pedigrees		15	
2	Pencils		2	
2	" holders		2	
1	Pennant		1	
2	Pens		2	
3	" holders		3	
5	Perfume		5	
4	" bottles		4	
1	Permits		1	
1	" marriage		1	
2	Petitions		2	
1,232	Photos		1,179	53
4	" films		4	
10	" frames		10	
1	" lens		1	
1	" negative		1	
1	" plate		1	
1	" proofs		1	
4	Photo requisites		4	
14	Pictures		14	
4	" frames		4	
1	Pickles		1	
2	Pillows		2	
4	" cases		4	
12	" shams		11	1
13	Pills		12	1
3	Pinafores		3	
26	Pin cushions		24	2
2	Pin holders		2	

APPENDIX I—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1910.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Offices.
		$ cts.		
11	Pins		10	1
9	″ belt		9	
2	″ diamond		2	
3	″ enamel		3	
10	″ hat		9	1
1	″ maple leaf		1	
8	″ scarf		7	1
3	″ stick		3	
81	Pipes		74	7
1	″ briar		1	
2	″ calabash		2	
1	″ clay		1	
1	″ meerschaum		1	
2	″ racks		2	
5	″ holders		5	
1	Pitcher		1	
8	Plans		8	
5	Plants		5	
3	Plum puddings		2	1
10	Portraits		10	
16	Post cards		14	2
4	Postage stamps old		4	
1	Potatoes		1	
4	Powder		4	
2	″ talcum		2	
17	Power of attorney		15	2
1	Preserves		1	
1	Printed list		1	
41	″ matter		40	1
1	Printing outfit		1	
1	Prints		1	
3	Proxy		3	
3	Pudding		3	
47	Purses		44	3
2	Pyjamas		2	
1	Quills		1	
1	Raw hides		1	
18	Razors		16	2
5	″ strops		5	
17	Receipts		17	
13	″ homestead		13	
4	″ insurance		4	
2	″ C. M. B. A.		2	
2	″ registered letters		2	
2	″ stock		2	
2	Releases		2	
1	Report		1	
1	Revolver		1	
1	Regalia		1	
1	Return financial		1	
15	Ribbons		14	1
1	″ holder		1	
1	″ typewriter		1	
1	Rifle parts of		1	
17	Rings		15	2
1	″ amethyst		1	

APPENDIX I.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4	Rings, baby		4	
13	" diamond		12	1
1	" enamel		1	
1	" ruby		1	
1	" gilt		1	
1	" plated		1	
3	Rubbers		2	1
2	" cycles		2	
1	" bottle		1	
8	" goods		6	2
2	" supporters		2	
1	Ruff		1	
5	Satchets		5	
12	Salt and pepper casters		8	4
82	Samples		78	4
1	" asbestos		1	
8	" ore		8	
1	Sandals		1	
1	Satin		1	
2	Scapulars		1	1
32	Scarfs		28	4
6	Scissors		5	1
1	Screws		1	
63	Seeds		62	1
1	Shaving mug		1	
1	" set		1	
112	Shawls		108	4
2	Shells		2	
34	Shirts		30	4
14	" waists		14	
2	" studs		2	
33	Shoes		33	
2	" polish		2	
6	Shortbread		5	1
2	Sideboard covers		2	
15	Silk		14	1
5	" blouses		5	
2	" lengths		2	
1	" cushion		1	
1	" dresses		1	
2	" " baby		2	
1	" frill		1	
1	" goods		1	
1	" facinator		1	
1	" gown		1	
29	" handkerchiefs		26	3
2	" scarfs		2	
7	" shawls		6	1
9	" skirts		8	1
2	" stockings		2	
3	" Waists		3	
1	Silver bell		1	
1	" braclet		1	
16	" broaches		16	
3	" buckles		3	
1	" chain		1	

APPENDIX I.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Silver cigar case		1	
2	" cigarette cases		2	
1	" " holder		1	
1	" cup		1	
1	" dish		1	
2	" forks		2	
2	" holders		2	
1	" jewellery		1	
2	" Knives		1	1
2	" " fork and spoon		2	
1	" Match safe		1	
6	" Medals		5	1
1	" monogram		1	
2	" mounted bottles		2	
2	" mugs		2	
1	" nail file		1	
3	" napkin rings		3	
1	" nugget		1	
4	. ore		4	
1	" paper knife		1	
1	" pencil		1	
1	" photo frame		1	
1	" pin		1	
1	" purse		1	
4	" rings		4	
1	" " holder		1	
1	" shoe horn		1	
2	" scarf pins		2	
46	" spoons		42	4
4	" thimbles		4	
4	" ware		4	
1	" ruler		1	
1	" salt shaker		1	
1	" sheet		1	
4	" spectacles		4	
	" sugar bowl		1	
1	" tray		1	
1	" tea strainer		1	
2	" watchs		39	3
1	" vase		1	
5	Skins badger		5	
1	" ermine		1	
1	" martin		1	
2	" mink		2	
1	" snake		1	
1	" squirrel		1	
4	" weasel		4	
9	" wolf		9	
8	Skirts		7	1
224	Slippers		220	4
11	" bedroom		11	
2	Smelling salts		2	
1	Snuff		1	
4	Soap		2	2
64	Sacks		57	7
1	Souvenir		1	
2	" leather		2	

APPENDIX I—*Continued.*

TABLE NO. 2—Showing the number of Letters received containing Money or other inclosure in value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
21	Spectacles		20	1
2	Spice		2	
22	Spoons		21	1
2	" bady		2	
5	" souvenir		5	
2	Sponges		1	1
1	Spine supporter		1	
1	Spring		1	
2	Spurs		2	
3	Stamp collections		3	
6	" old		6	
1	Starch		1	
17	Stationery		16	1
9	Stereoscopes		9	
6	Stereotypes		6	
1	Stirrup		1	
89	Stockings		88	1
2	" christmas		2	
1	Stole		1	
2	Subpoenas		2	
12	Suits		12	
1	" boy		1	
1	" lady		1	
2	Suiting		2	
45	Summons		44	
18	Suspenders		17	
34	Sweaters		33	
2	Syringes		2	
7	Table cloths		4	3
56	" covers		55	1
1	Table scarf		1	
1	" tops		1	
2	Tablets		2	
1	Taffy		1	
1	Tape measure		1	
14	Tea		11	3
2	" cosy		2	
5	Teddy bears		5	
12	Teeth artificial		11	1
2	" elk		2	
1	Teething ring		1	
1	Tennis racquet		1	
3	Thermometers		2	1
2	Thermos. flasks		2	
3	Thimbles		3	
1	Ticket		1	
2	" banquet		2	
1	" berth		1	
1	" exhibition		1	
1	" hotel		1	
2	" lottery		2	
1	" milk		1	
1	" order		1	
1	" membership		1	
2	" mileage		2	
2	" pawn		2	

APPENDIX I—*Concluded.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of values, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1911.	Nature of Contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 31, 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts		
120	Ticket railway		112	8
2	″ steamboat		2	
8	″ steamship		8	
1	″ theatre		1	
31	Ties		28	3
135	Tobacco		121	14
4	″ pouches		4	
3	Toilet sets		1	2
6	″ requisites		6	
1	Tomatoes		1	
1	Tonic		1	
4	Toques		4	
1	Tooth brush		1	
36	Towels		34	2
176	Toys		173	3
3	Trays		3	
2	″ ash		2	
1	″ cover		1	
1	Transfer of land		1	
1	″ mining claim		1	
3	Trousers		3	
5	Trusses		5	
7	Tuques		7	
1	Twine		1	
29	Underclothing		28	1
6	Undershirts		5	1
1	Uniform		1	
1	Varnish		1	
1	Vase		1	
2	Veils		2	
1	Velvet		1	
1	Venison		1	
4	Vests		4	
1	Views		1	
1	Violin		1	
6	Voters lists		5	1
11	Waists		11	
11	Waist coats		11	
1	Warrant		1	
1	Water colors		1	
1	″ polo nets		1	
122	Watches		117	5
1	″ case		1	
3	″ chains		3	
1	Watches charms		1	
6	″ fobs		6	
2	″ gun metal		2	
2	″ nickel		2	
2	″ movements		2	
1	″ holder		1	
1	Wax sealing		1	
3	Wearing apparel		3	
1	Wedding invitation		1	
8	Whisks		8	
3	″ holders		3	
1	″ leather		1	

APPENDIX—*Concluded.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosure of value, &c.—*Continued.*

No. of Letters received during the year ended March 31, 1910.	Name of contents.	Value of contents of Letters received during the year ended March 31, 1911.	No. of Letters delivered of those received during the year ended March 1911.	No. of Letters undelivered on March 31, 1911, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Whetstone		1	
2	Wigs		2	
7	Wills		7	
8	Woollen goods		8	
1	Wool		1	
1	Wrench		1	
5	Writs		5	
2	Yarn		2	
44,922		1,262,762 18	43,626	1,296
19,106	Add to these ordinary recorded letters not enumerated above which have been returned, forwarded or otherwise disposed of, as shown in Table No. 1		16,061	3,045
	Grand total of letters containing value disposed of		59,687	
	Grand total of letters remaining unclaimed in Dead Letter Branches		4,341	
64,028	Grand totals		64,028	

G. J. BINKS,
Superintendent.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J.

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH

APPEN

Statement of Receipts and Issues of Postage

RECEIPTS.

Denominations.	Stamps, &c., on hand from last year.	Received from Manufacturers.	Returned by Postmasters unfit for use.	Returned by Postmasters fit for use.	Total number of Stamps, &c., to be accounted for	Amount to be accounted for.	
						$	cts.
1c. postage Stamps	48,749,800	283,400,000	109,252	50,300	332,309,352	3,323,093	52
2c. " "	65,518,200	272,100,000	108,117	500	337,726,817	6,754,536	34
5c. " "	379,100	11,500,000	6,559	200	11,885,859	594,292	95
7c. " "	486,750	3,800,000	3,997	....	4,290,747	300,352	29
10c. " "	154,375	3,100,000	2,727	....	3,257,102	325,710	20
20c " "	71,250	750,000	284	....	821,534	164,306	80
50c. " "	113,375	50,000	1,152	....	164,527	82,263	50
10c. special delivery stamps...	15,565	125,000	894	200	141,659	14,165	90
2c. stamp book at 25c. each...	90,763	1,465,000	1,360	50	1,557,173	389,293	25
1c. post bands at $1.20 per doz.	69,700	480,000	805	....	550,505	6,606	06
1c. post cards..	340,600	27,600,000	7,927	100	27,948,627	279,486	27
1c. " advt. 16 on sheet	80,000	760,000	....	....	840,000	8,400	00
1c. " " 8 "	12,000	2,410,000	....	....	2,422,000	24,220	00
1c. " " single....	36,300	520,000	....	....	556,300	5,563	00
2c. Postal Union cards. ..	24,300	80,000	517	....	104,817	2,096	34
2c. reply cards...............	11,850	*250,000	338	....	262,188	5,243	76
Stamped Envelopes.							
1c. at $1.20 per 100	17,500	1,678,000	1,342	2,000	1,698,842	20,386	$10\frac{2}{5}$
2c. at $2.20 per 100.........	5,900	3,136,000	1,637	....	3,143,537	69,157	$81\frac{3}{5}$
Postage Due Stamps.							
1c......................	258,700	600,000	4,313	100	863,113	8,631	13
2c......................	221,700	1,100,000	3,151	200	1,325,051	26,501	02
5c......................	101,600	500,000	409	100	602,109	30,105	45
1c. newspaper wrappers......	67,400	935,000	1,231	....	1,003,631	10,036	31
6c. Int. reply coupons......	421,750	....	257	75	422,082	25,324	92
Totals.......... ...	117,248,478	616,339,000	256,269	53,825	733,897,572	12,469,772	$92\frac{1}{5}$

E. P. Stanton,
Superintendent, Postage Stamp Branch.

DIX J.

Stamps, &c., for the year ended March 31, 1911.

ISSUES.

Denominations	Issued to Postmasters during the year.	Stamps, &c., destroyed as unfit for use.	Stamps, &c., on hand March 31, 1911.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the year.
					$ cts.	$ cts.
1c. postage stamps.	294,690,400	109,252	37,509,700	332,309,352	3,323,093 52	2,946,904 00
2c. " "	293,623,000	108,117	43,995,700	337,726,817	6,754,536 34	5,872,460 00
5c. " "	11,211,550	6,559	667,750	11,885,859	594,292 95	560,577 50
7c. " "	3,851,750	3,997	435,000	4,290,747	300,352 29	269,622 50
10c. " "	2,877,525	2,727	376,850	3,257,102	325,710 20	287,752 50
20c. " "	647,975	284	173,275	821,534	164,306 80	129,595 00
50c. " "	130,900	1,152	32,475	164,527	82,263 50	65,450 00
10c. special delivery stamps...	130,880	894	9,885	141,659	14,165 90	13,088 00
2c. stamp books at 25c. each..	1,549,014	1,360	6,799	1,557,173	389,293 25	387,253 50
1c. post bands at $1 20 per 100.	517,200	805	32,500	550,505	6,606 06	6,206 40
1c. post card	27,525,900	7,927	414,800	27,948,627	279,486 27	275.259 00
1c. " advt. 16 on sheet	790,000	... .	50,000	840,000	8,400 00	7,900 00
1c. " " 8 "	2,384,000	....	38,000	2,422,000	24,220 00	23,840 00
1c. " " single...	524,500	....	31,800	556,300	5,563 00	5,245 00
2c. Postal Union cards.	82,600	517	21,700	104,817	2,096 34	1,652 00
2c. reply cards..............	249,300	338	12,550	262,188	5,243 76	4,986 00
Stamped Envelopes.						
1c. at $1.20 per 100	1,668,900	1,342	28,600	1,698,842	20,386 $10\frac{2}{5}$	20,026 80
2c. at $2.20 per 100..........	3,113,100	1.637	28,800	3,143,537	69,157 $81\frac{3}{5}$	68,488 20
Postage Due Stamps.						
1c.....	510,900	4,313	347.900	863,113	8,631 13	5,109 00
2c.............	1,253,500	3,151	68,400	1,325,051	26,501 02	25,070 00
5c......	496,400	409	105,300	602,109	30,105 45	24,820 00
1c. newspaper wrappers......	927,700	1,231	74,700	1,003,631	10,036 31	9,277 00
6c. Int. reply coupon	7.675	257	414,150	422,082	25,324 92	460 50
Totals..	648,764,669	256,269	84,876,634	733,897,572	12,469,772 $92\frac{1}{5}$	11,011,042 90

R. M. COULTER,

Deputy Postmaster General.

APPENDIX J—*Continued.*

STATEMENT showing the increase and decrease in the issue of Postage Stamps, &c., for the year ended March 31, 1911, as compared with the issue of the preceding twelve months.

Denominations.	ISSUE 1910–11.		ISSUE 1909–10.		INCREASE.		DECREASE.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
		$ cts.		$ cts.		$ cts.		$ cts.
*½c. postage stamps	....	....	601,700	3,008 50	....	....	601,700	3,008 50
1c. "	294,690,400	2,946,904 00	256,962,000	2,569,620 00	37,728,400	377,284 00		
2c. "	293,623,000	5,872,460 00	271,420,100	5,428,402 00	22,202,900	444,058 00		
5c. "	11,211,550	560,577 50	9,601,700	480,085 00	1,609,850	80,492 50		
7c. "	3,851,750	269,622 50	3,582,800	250,796 00	268,950	18,826 50		
10c. "	2,877,525	287,752 50	2,349,175	234,917 50	528,350	52,835 00		
20c. "	647,975	129,595 00	590,175	118,035 00	57,800	11,560 00		
50c. "	130,900	65,450 00	139,600	69,800 00	....	....	8,700	4,350
10c. special delivery stamps	130,880	13,088 00	107,060	10,706 00	23,820	2,382 00		
2c. stamp books at 25c. each	1,549,014	387,253 50	1,323,514	330,878 50	225,500	56,375 00		
1c. post bands	517,200	6,206 40	489,700	5,876 40	27,500	330 00		
1c. post cards	27,525,900	275,259 00	26,093,500	260,935 00	1,432,400	14,324 00		
1c. " advt., 16 on sheet	790,000	7,900 00	740,000	7,400 00	50,000	500 00		
1c. " " 8 "	2,384,000	23,840 00	2,162,000	21,620 00	222,000	2,220 00		
1c. " " single	524,500	5,245 00	435,500	4,355 00	89,000	890 00		
2c. Postal Union cards	82,600	1,652 00	79,400	1,588 00	3,200	64 00		
2c. reply cards	249,300	4,986 00	455,400	9,108 00	....	....	206,100	4,122
Stamped Envelopes.								
1c. at $1.20 per 100	1,668,900	20,026 80	1,360,100	16,321 20	308,800	3,705 60		
2c. at $2.20 "	3,113,100	68,488 20	2,928,400	64,424 80	184,700	4,063 40		

Postage Due Stamps.								
1c.	510,900	5,109 00	455,400	4,554 00	55,500	555 00		
2c.	1,253,500	25,070 00	1,141,100	22,822 00	112,400	2,248 00		
5c.	496,400	24,820 00	350,400	17,520 00	146,000	7,300 00		
1c. special newspaper wrappers	927,700	9,277 00	882,000	8,820 00	45,700	457 00		
6c. International reply coupons	7,675	460 50	14,050	843 00	....	....	6,375	382 50
Totals	618,764,669	11,011,042 90	584,264,774	9,942,435 90	65,322,770	1,080,470 00	822,875	11,863

* Discontinued, June 10, 1909.

Increase in number of pieces issued.................... 64,499,895
Increase in value of issue.................... $1,068,607.00

E. P. STANTON,
Superintendent, Postage Stamp Branch.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX K.

TRANSACTIONS OF THE

POSTAL STORES BRANCH

APPENDIX K

POSTAL STORES

General Summary of Payments for *Printing, Stationery, Mail Bags, &c, Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.,* supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

Printing, Binding, Lithographing, &c.	$ cts.
King's Printer's Accounts *(Inside Service)*	20,120.50
" " *(Outside Service)*	83,826.41
Stationery.	
Stationery Office Accounts *(Inside Service)*	9,045.30
" " *(Outside Service)*	45,306.46
Mail bags, mail locks, &c	84,332.67
Stamping material, scales and weights, &c	34,133.57
Street letter boxes, rural mail delivery boxes, and miscellaneous items	26,664.65
Letter carriers' uniforms, &c	43,723.17
Total	347,152.73
Note:—	
The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from April 1, 1910, to March 31, 1911, amounted to the sum of	139.04
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to	356.56
Total	495.60

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock March 31, 1910, the balance carried forward March 31, 1911 and the quantity and cost of *Forms. Envelopes, Books, Labels, &c*, *Sheets of Writing Paper*, and *Micellaneous Articles* obtained and issued to the Postal Service generally through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

—	Forms.	Envelopes	Books and Pamphlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscellaneous.	Value.
							$ cts.
Balance in stock, March 31, 1910.	13,174,778	2,860,764	69,955	1,596,680	390,230	....	22,712 28
Received from King's Printer....	24,192,522	8,231,835	245,866	35,349,643	671,650	342,290	103,946 91
Total...............	37,367,300	11,092,599	315,821	36,946,323	1,061,880	342,290	126,659 19
Issued to Inside Service..........	1,327,405	1,626,500	15,364	124,274	280,973	232,344	19,723 76
" Outside Service........	21,415,408	6,901,090	238,315	35,057,514	331,812	109,946	83,032 95
Total	22,742,813	8,527,590	253,679	35,181,788	612,785	342,290	102,756 71
Balance in stock March 31, 1911..	14,624,487	2,565,009	62,142	1,764,535	449,095		23,902 48

APPENDIX K—*Continued.*

STATEMENT showing number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper*, and *Miscellaneous Articles*, specially printed and issued from stock to the Inside and Outside Service of the Post Office Department through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

—	Forms.	Envelopes	Books and Pamphlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscellaneous.	Value.
							$ cts.
Inside Service from stock........	722,811	1,110,500	6,560	90,322	132,853	212,720	12,488 59
" " special printing....	604,594	516,000	8,804	33,952	148,120	19,624	7,235 17
Total..........	1,327,405	1,626,500	15,364	124,274	280,973	232,344	19,723 76
Outside Service, from stock .	20,779,887	6,894,090	237,830	18,433,860	244,312	79,745	70,361 88
" " special printing..	635,521	7,000	485	16,623,654	87,500	30,201	12,671 07
Total................ ...	21,415,408	6,901,090	238,315	35,057,514	331,812	109,946	83,032 95
Total issue from stock to Inside and Outside service	21,502,698	8,004,590	244,390	18,524,182	377,165	292,465	82,850 47
Total special printing for Inside and Outside service....... ...	1,240,115	523,000	9,289	16,657,606	235,620	49,825	19,906 24
Grand Total	22,742,813	8,527,590	253,679	35,181,788	612,785	342,290	102,756 71

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, April 1, 1910, the balance carried forward, March 31, 1911, and the Quantity and Cost of *Articles of Stationery* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

—	Baskets New and repaired.	Pads, Blotting and Desk.	Books and Pamphlets.	Copying Material.	Directories.	Duplicating supplies.	Rubber Bands (boxes).	Envelope Openers and Dampers.	Erasers.	Files for Papers.	Gum Arabic (lbs).	Ink-bottles, Pellets, &c.	Inkstands.	Knives.	Labels, &c.	Lead pencils, Leads, &c.	Mucilage bottles and brushes.	Paper Manifolding (sheets).	Blotting Paper (sheets).	Wrapping Paper (sheets)	Writing Paper (sheets).
Balance in stock, March 31, 1910	....	....	.....	.....	....	....	.....	....	..	....	....	.....	....	....	.....	.....	....	38,500	....	......	....
Received during year	432	226	13,627	3,286	288	2,996	3,770	175	3,018	3560	294½	1,550	542	928	307,986	51,725	1,049	645,838	49,136	242,894	224,360
Total	432	226	13,627	3,286	288	2,996	3,770	175	3,018	3560	294½	1,550	542	928	307,986	51,725	1,049	684,338	49,136	242,894	224,360
Issued to Inside Service.	99	22	1,916	504	83	906	1,327	59	1,128	695	117	379	95	14	18,814	5,311	248	275,740	9,557	77,182	68,904
" " Outside Service	333	204	11,711	2,782	205	2,090	2,443	116	1,890	2865	177½	1,171	447	914	289,172	46,414	801	372,098	39,579	165,712	155,456
Total Issue	432	226	13,627	3,286	288	2,996	3,770	175	3,018	3560	294½	1,550	542	928	307,986	51,725	1,049	647,838	49,136	242,894	224,360
Balance in stock, March 31, 1911	...	....	.....	......	....	.. ..	......	.....	....	....	....	.....	....	...	....	....	.....	36,500	....	.... ..	....

APPENDIX K—*Continued.*

Stationery—Concluded.

—	Envelopes.	Paper Fasteners.	Pens, Boxes, Fountain, &c.	Penholders.	Pins, Papers, Pyramids, &c.	Rulers.	Scissors.	Scratch pads.	Sealing Wax. (lbs)	Sponges, Sponge Cups.	Stamp Ribbons.	Tape (hanks)	Typewriting Mach.	Typewriting Ribbons.	Typewriting Supplies.	Carbon Paper.	Twine (lbs).	Twine spindles.	Wax Bougies.	Miscellaneous.	Value.
																					$ cts,
Balance in stock, March 31, 1910	....	.	362	......	....	....	....	1,806	400	......	..	.....	..	....	...	19,080	......	....	267	289	367.79
Received during year	30,435	1,981	2,993	10,598	3,261	188	368	1,358	7,533	1,432	53	3,196	28	1167	321	149,856	76,326	207	435	4,660	54,351.76
Total	30,435	1,981	3,355	10,598	3,261	188	368	3,164	7,933	1,432	53	3,196	28	1167	321	168,936	76,326	207	702	4,949	54,719.55
Issued to Inside Service	24,560	866	684	1,145	763	15	22	482	570	226	—	1,864	7	365	146	16,622	1,428	11	25	2,933	9,045.30
" " Outside Service	5,875	1,115	2,486	9,453	2,498	173	346	2,260	7,063	1,206	53	1,332	21	802	175	115.752	74,898	196	210	1,976	45,099.27
Total Issue	30,435	1,981	3,170	10,598	3,261	188	368	2,742	7,633	1,432	53	3,196	28	1167	321	132,374	76,326	207	235	4,909	54,144.57
Balance in stock March 31, 1911	....	......	185	......	......	....	....	422	300	.....	..	....	..	.....	...	36,562	... .	....	467	40	574.98

APPENDIX K.—*Continued.*

STATEMENT showing the balance in stock, March 31, 1910, the balance carried forward, March 31, 1911, and *the Quantity and the Cost of Mail Bags, Mail Locks, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

—	Leather Bags, New.	Cotton Duck Bags, New.		Linen Bags, New.				Seamless Cotton Bags, without Fastening.	Material for making up Newspaper Sacks (Yards).	Cotton Cord for Newspaper Sacks (lbs.)	Making up Newspaper Sacks.	Miscellaneous Mail Bags.	Satchels and Pouches.			Mail Bags, Repaired, &c.			Letter Carriers' Straps.
		Bar Clamp Lock Fastening.	Waterproof Staple and Strap Fastening.	Red Striped Bar Clamp Lock Fastening.	Red Striped Bolt and Wax Seal Cup Fastening.	Drab Bolt and Wax Seal Cup Fastening.	Drab and yellow, without Fastening.						Leather Satchels.	Brown Duck Satchels.	Reversable Cotton Duck Pouches.	Leather.	Cotton Duck and Linen.	Satchels and Pouches.	
Balance in stock, March 31, 1910	12	1,341	138	....	1,088	16	188	559	4,375½	211	6,001	50	32	325	.....	73	2,586	....	700
Received—Purchased or Repaired	....	9,497	....	100	6,024	....	1,566	800	41,817¾	2,000	25,190	448	12	650	1,311	....	67,373	....	2,000
Returned from service and added to stock for re-issue	....	.....	....	....	500	....	.....	6	.....	...	.....	....	7	115	....	....	.....	....	175
Total	12	10,838	138	100	7,612	16	1,754	1,365	46,193¼	2,211	31,191	498	51	1,090	1,311	73	69,959	....	2,875
Issued to Inside Service	....	....	.....	....	.....	....	.....	.....	.....	.....	.....	....	...	.....	.....	....	.....	....	.....
" Outside Service	....	9,225	18	35	6,073	16	1,754	679	45,379	1,821	31,188	498	23	957	1,311	..	67,419	....	1,789
Total issue	....	9,225	18	35	6,073	16	1,754	679	45,379	1,821	31,188	498	23	957	1,311	....	67,419	....	1,789
Balance in stock, March 31, 1911	12	1,613	120	65	1,539	....	.....	686	814¼	390	3	...	28	133	.....	73	2,540	....	1,086

APPENDIX K—*Continued.*

Quantity and Cost of Mail Bags, Mail Locks, &c,—Concluded.

	Patent Slip Label Cases.	Steel ferrules for Cords.	Mail Locks.				Keys for Mail Locks.			Parcel Post Hampers, new and repaired.	Mail Catching Posts, new and repaired.	Presses with stationary dies for lead seals.	Lead Seals.	Old Fastenings.	Brass Grommets for Mail Bags.	Miscellaneous.	Value.
			Obsolete.	International Registered. New and Repaired.	Patent Steel Clamp Locks New.	Patent Steel Clamp Locks Repaired.	Obsolete.	International Registered.	Patent Steel Clamp.								
																	$ cts.
Balance in stock, March 31, 1910	2,917	8,620	11,338	28	2,250	......	3,962	12	1,173	20	..	....	114,885	5,195	7,719	....	18,516 45
Received—Purchased or Repaired	27,000	106,000	......	138	9,000	9,024	......	12	6,000	81	17	152	400,000	12,311	377,856	531	84,332 67
Returned from service and added to stock for re-issue	22,836	1,892	7,985	22	1,897	2,957	....	....	58	1	....	....	2,550	4,860	2,866	...	11,122 31
Total	52,753	116,512	19,323	188	13,147	11,981	3,962	24	7,231	102	17	152	517,435	22,366	388,441	531	113,971 43
Issued to Inside Service	....	....	....	....	......	......	.....	....	......	....	....	....	....	.....	....	...	
" Outside Service	48,740	105,838	173	135	12,875	11,981	242	8	5,861	94	17	152	429,525	17,107	335,873	531	100,491 75
Total issue	48,740	105,838	173	135	12,875	11,981	242	8	5,861	94	17	152	429,525	17,107	335,873	531	100,491 75
Balance in stock, March 31, 1911	4,013	10,674	19,150	53	272	....	3,720	16	1,370	8	....	....	87,910	5,259	52,568	....	13,479 68

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, March 31, 1910, the balance carried forward, March 31, 1911, and the Quantity and Cost of *Stamping Material*, *Scales* and *Weights*, *&c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from April 1, 1910 to March 31, 1911.

—	Dating Stamps.		Brass Crown Scales, New and Repaired.	Numbering Machines, New and Repaired.	Fac-simile Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	Revolving Cancellers.		Wooden Boxes and Mullers for Stamping Sets.	Stamping Pads, New and Repaired.	Fountain Pads.	Postmarking and Cancelling Ink.				Bottles of Ink for Rubber Stamps
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gallons.	Tin Boxes for.	
Balance in stock, March 31, 1910	....	....	....	....	....	....	1,785	....	42	426	422	77	40	132	50	900	....
Received—purchased or repaired	1,372	73	296	39	21	1,488	4,081	351	112	1,450	4,356	1,157	300	2,250	400	4,150	366
Returned from service and added to stock for re-issue	....	....	....	....	....	....	157	....	5	52	21	6	1	11	....	33	....
Total	1,372	73	296	39	21	1,488	6,023	351	159	1 928	4,799	1,240	341	2,393	450	5,083	366
Issued to Inside Service	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" Outside Service	1,372	73	296	39	21	1,488	4,392	351	122	1,693	4,563	1,158	300	2,113	381	4,374	366
Total issue	1,372	73	296	39	21	1,488	4,392	351	122	1,693	4,563	1,158	300	2,113	381	4,374	366
Balance in stock, March 31, 1911	....	....	....	....	....	....	1,631	....	37	235	236	82	41	280	69	709	....

APPENDIX K—*Continued.*

Stamping Material, Scales and Weights, &c.—Concluded.

—	Type.			Scales.						Extra Weights.	Rubber Stamping Cushions.	Rental of Mail Marking Machines.	Supplies for Mail Marking Machines.	Wooden Boxes for Ink.	Miscellaneous.	Value.
				Letter (16 oz.)		Parcel (12 lbs.)		Plat-form, &c.								
	Figures.	Months.	Fonts of Rubber, &c.	New.	Repaired, &c.	New.	Repaired, &c.	New.	Repaired, &c.							$ cts.
Balance in stock, March 31, 1910	2,163	2,396	....	75	...	4	....	4	...	986	217	.....	.....	2,190	5	1,967 84
Received—purchased or repaired	6,927	21,343	110	500	202	300	14	2	....	175	999	168	95	2,200	30	34,133 57
Returned from service and added to stock for re-issue	....	....	...	14	3	13	....	......	...	1,166	22	.....	......	322	....	348 71
Total	9,090	23,739	110	589	205	317	14	6	....	2,327	1,238	168	95	4,712	35	36,450 12
Issued to Inside Service	....	....	....	.....	....	......	...	......	....	....	......	.....	.....	....	....	....
" Outside Service	7,454	21,086	110	552	185	289	14	2	....	1,618	1,187	168	95	3,583	30	34,231 57
Total issue	7,454	21,086	110	552	185	289	14	2	....	1,618	1,187	168	95	3,583	30	34,231 57
Balance in stock, March 31, 1911	1,636	2,653	....	37	20	28	....	4	....	709	51	.....	......	1,129	5	2,218 55

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, March 31, 1910, the balance carried forward, March 31, 1911, and the Quantity and Cost of *Street Letter Boxes, Rural Mail Delivery Boxes and Miscellaneous Articles* obtained and issued to the Postage Service generally, through the Postal Stores Branch from April 1, 1910, to March 31, 1911.

	Letter Boxes.												Miller Safety Locks.																
	New.																												
	Wrought Iron.																												
	Old pattern...	No. 1 (large) for cities.	No. 2 (extra large) for cities	No. 3 (medium) for cities.	No. 4 for towns and railway stations.	Combination letter and parcel boxes.	Newspaper and parcel Receptacles.	Miscellaneous charges.	Repaired, &c.	Removing and Fitting up.	Keys.	Inside attachable locks, New and repaired.	New and repaired.	Keys for.	Mail Clerks tin boxes, New and repaired.	Portable letter boxes, New and repaired.	Wooden stores boxes.	Bougie holders.	Tin labels, signs, &c.	Mail trucks, new and repaired.	Rural mail delivery boxes and equipment.	Accessories, &c. for rural mail delivery boxes.	Postage stamp vending machines.	Postage stamp vending machines, sundries.	Motor car.	Supplies, &c., for motor car.	Key chains.	Special street letter boxes.	Miscellaneous items.	Value.
																														$ cts.
Balance in stock, March 31, 1910.	9	81	43	49	24	50	48	215	...	....	35	64	107	744	14	21	..	25	..	..	3,279	.....	..	.....	..	...	16	5	233	14,662 91
Received — purchased or repaired..........	..	405	77	....	72	......	67	528	750	911	363	232	180	96	185	32	36	25	84	6	......	1,205	50	271	1	185	288	..	9,010	26,664 65
Returned from service and added to stock for re-issue.........	1	95	3	14	39	...	105	33	....	....	16	76	104	12	....	..	..	..	..	..	7	....	..	....	..	...	....	..	61	4,100 77
Total	10	581	123	63	135	50	220	776	750	911	414	372	391	852	199	53	36	50	84	6	3,286	1,205	50	271	1	185	304	5	9,334	45,428 33
Issued to Inside Service.	..	....	....	....	......	....	.....	....	...	....	.	....	....	....	....	....	..	.	.	.	......	.....	..	....	..	....	....	..	.....	... .
Issued to Outside Service............	1	529	57	31	110	2	212	475	750	911	361	296	210	310	193	46	36	21	84	6	3,240	1,205	28	271	1	185	200	..	9,176	38,902 08
Total issue.	1	529	57	31	110	2	212	475	750	911	361	296	210	310	193	46	36	21	84	6	3,240	1,205	28	271	1	185	200	..	9,176	38,902 08
Balance in stock, March 31, 1911.	9	52	66	32	25	48	8	301	....	....	53	76	181	542	6	7	..	29	..	..	46	......	22	....	..	..	104	5	158	6,526 25

APPENDIX K—*Concluded.*

Statement showing the balance in stock, March 31, 1910, the balance carried forward, March 31, 1911, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from April 1, 1910, to March 31, 1911.

—	Cloth for Letter Carriers' Uniform (yards).	Overcoats & peajackets.	Tunics.		Trousers.		Monograms large and small.	Brass buttons and numbers.	Oilskin Capes.	Helmets.	Caps.		Waterproof Coats.	Fur Collarettes.	Chamois Vests.	Waistbelts.	Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks and Brushes.	Lamps.	Miscellaneous.	Value.
			Cloth.	Serge.	Cloth.	Serge.					Cloth.	Fur.												$ cts.
Balance in stock, March 31, 1910.	1,494⅙	....	14	41	11	32	6,278	9,877	98	190	463	2	300	4	4	106	65	1	1	10	635	25	..	7,536 87
Purchased	8,427½	643	699	1,159	1,139	1,110	432	38,736	99	200	579	319	691	18	18	100	202	2,186	38	..	....	24	58	43,723 17
Returned from service and added to stock for re-issue	138¾	104	99	197	92	125	25	4,710	28	140	60	26	44	6	6	19	21	104	..	..	51	8	..	4,611 91
Total	10,060$\frac{5}{12}$	747	812	1,397	1,242	1,267	6,735	53,323	225	530	1,102	347	1,035	28	28	225	288	2,291	39	10	686	57	58	55,901 98
Issued	9,054½¼	726	782	1,380	1,226	1,259	5,110	43,602	179	156	757	345	554	25	25	179	192	2,289	38	..	426	39	58	47,937 64
Balance in stock, March 31, 1911	1,005⅔¾	21	30	17	16	8	1,625	9,721	46	74	345	2	481	3	3	46	96	2	1	10	260	18	..	7,964 34

Sidney Smith,
Controller of Postal Stores.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX L.

RAILWAY MAIL SERVICE

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894–95, 1895–96, 1896–97, 1897–98, 1898–99, 1899–1900, 1900–01, 1901–02, 1902–03, 1903–04, 1904–05, 1905–06, 1906–07, 1907–08, 1908–09, 1909–10, 1910–11.

Year.	Salaries.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	292,317 58		
1895-96	301,118 51	8,800 93	
1896-97	297,313 21		3,805 30
1897-98	276,075 49		21,237 72
1898-99	276,108 02	32 53	
1899-00	283,551 46	7,443 44	
1900-01	294,219 59	10,668 13	
1901-02	298,148 31	3,928 72	
1902-03	301,973 83	3,825 52	
1903-04	321,250 19	19,276 36	
1904-05	362,801 32	41,551 13	
1905-06	389,338 97	26,537 65	
1906-07	* 313,119 50		76,219 47
1907-08	461,475 40	148,355 90	
1908-09	494,221 39	32,745 99	
1909-10	571,265 19	77,043 80	
1910-11	629,553 52	58,290 33	

Year.	Salaries.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	104,639 58		
1895-96	109,779 71	5,140 03	
1896-97	111,107 61	1,328 00	
1897-98	107,156 46		3,951 17
1898-99	108,050 85	894 39	
1899-00	114,910 59	5,859 74	
1900-01	120,660 60	5,750 01	
1901-02	120,994 46	338 86	
1902-03	122,213 93	1,219 47	
1903-04	129,185 33	6,971 40	
1904-05	136,865 41	7,680 08	
1905-06	147,348 71	19,483 30	
1906-07	* 119,266 29		28,082 42
1907-08	176,105 59	56,839 30	
1908-09	193,150 42	17,044 83	
1909-10	216,694 73	25,544 31	
1910-11	238,635 42	21,940 68	

* Expenditure for 9 months only.

APPENDIX L.—*Continued.*

Comparative Statement showing number of Railway Mail Clerks, Transfer Agents and Train Porters in the employ of this Branch on June 30, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903 1904, 1905, 1906, March 31, 1907, 1908, 1909, 1910, and 1911.

—	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911
Superintendents.	9	9	9	9	9	9	9	9	9	9	8	8	8	10	11	11
Railway mail clerks.......	355	333	328	331	337	372	380	383	409	425	449	504	550	615	650	716
Temporary....	34	31	25	21	39	5	4	4	2	2	2	2	2	2	2	2
Mail transfer agents..	10	7	7	7	7	12	10	7	6	8	14	15	29	32	35	42
Temporary...............	6	5	5	5	5	....	....	...	...	...	....	....	....	2	4	4
Train porters.............	....	....	....	....	....	....	...	3	4	6	6	5	1	2	2	1
Messengers....	....	....	....	....	....	....	....	....	....	....	....	....	.. .	...	4	6
Total	414	385	374	373	397	398	403	406	430	450	179	534	590	663	708	782

In addition to the above there is a staff consisting of ten first class clerks, six senior second class clerks, three junior second class clerks, four senior third class clerks, eleven junior third class clerks, eight fourth class clerks, making a total of forty-two belonging to the outside service of this department, assisting the superintendents in their office.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897–98, 1898–99, 1899–1900, 1900–01, 1901–02, 1902–03, 1903–04, 1904–05, 1905–06, 1906–07, 1907–08, 1908–09, 1909–1910, and 1910–11.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November, 1898	353,563	289,156	81·78	298	1,186
" 1899.....	357,426	316,804	88·63	305	1,172
" 1900..	403,063	359,700	89·24	338	1,192
" 1901...........	453,962	419,492	92·40	330	1,375
" 1902...........	438,252	405,256	92·47	346	1,266
" 1903...........	456,709	430,975	94·37	349	1,308
" 1904	496,153	465,252	93·77	372	1,333
" 1905...........	513,137	487,717	95·04	375	1,368
" 1906..	557,088	528,292	94·83	396	1,406
" 1907...........	587,709	560,072	95·29	420	1,399
" 1908...........	637,047	611,287	95·95	447	1,425
" 1909	695,260	664,905	95·63	502	1,385
" 1910..........	730,481	701,284	96·003	525	1,391

APPENDIX L—*Continued.*

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1, 1880	190
" 1885	290
" 1890	372
" 1895	421
" 1896	414
" 1897	385
" 1898	374
" 1899	373
" 1900	397
" 1901	398
" 1902	403
" 1903	406
" 1904	430
" 1905	450
" 1906	479
April 1, 1907	534
" 1908	590
" 1909	663
" 1910	708
" 1911	782

RAILWAY MAIL SERVICE.

During the fiscal years 1910-11, 670·36 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail were carried on March 31, 1911, of 25,302·45.

The following statement shows the details of such additional service:

Railway.	Terminal Points.	Distance in miles.	Service.
Atlantic Quebec & Western Ry.	Port Daniel East and Grand River..	30·	Daily ex. Sunday, P.C.
B.C. Electric Ry	New Westminster and Chilliwack...	63·8	Daily ex. Sunday, B.C.
Canadian Northern Ry	Rosetown and Kindersley	54·6	Daily ex. Sunday, R.P.O
" "	Dalmeny and Laird	28·	Tri-weekly, B.C.
" "	Prince Albert and Shellbrook	29·	Tri-weekly, B.C.
" "	Russell and Calder	40·8	Tri-weekly, B.C.
" "	Sellwood and Gowganda	25·5	Tri-weekly, B.C.
Canadian Pacific Ry	Langdon and Acme	38·88	Daily ex. Sunday, B.C.
" "	Nominingue and Rapide de l'Orignal	34·46	Daily ex. Sunday, B.C.
" "	Embro and St. Mary's	15·7	Daily ex. Sunday, B.C.
" "	Wellington and Cameron Lake	30·7	Tri-weekly, B.C.
Grand Trunk Pacific Ry	Edmonton and Edson	129·5	Tri-weekly, B.C.
Irondale Bancroft & Ottawa Ry.	Deer Lake and Bancroft	54·	Daily ex. Sunday, B.C.
Michigan Central Ry	Oil Springs and Edey's Mills	2·92	Daily ex. Sunday, B.C.
National Transcontinental Ry..	Cochrane and Fauquier	50·	Tri-weekly, B.C.
" "	Superior Junction and Graham	7·5	Semi-weekly, B.C.
Port Arthur Electric Ry	Port Arthur and Fort William	4·	Daily ex. Sunday, B.C.
Quebec Central Ry	St. George East and St. Sabine	31·	Daily ex. Sunday, B.C.
		670·36	

APPENDIX L—*Continued.*

RAILWAY MAIL SERVICE—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in miles.	Particulars.
Boston & Maine Ry.....	Beebe Junction—Stanstead.. .	3·51	Additional weekly service by B.C.
Canadian Northern Ry..	Saskatoon—Rosetown.........	71·6	B.C. service superseded by R.P.O.
" " ..	Swan River—Pelly..	37·4	B.C. service increased from semi to tri-weekly.
" " ..	Portage la Prairie—Lavenham.	23·5	B.C. service increased from tri-weekly to daily ex. Sunday.
" " ..	Sudbury—Sellwood........ ...	33·	" "
" " ..	Winnipeg—Prince Albert......	556·1	R.P.O. service increased from tri-weekly to daily ex. Sunday.
Canadian Pacific Ry .	Moosejaw—Outlook...... ...	118·5	B.C. service superseded by R.P.O.
" "	Nicola—Spence's Bridge.......	47·	Additional tri-weekly service by B.C.
" "	Yorkton—Lanigan......	125·5	" "
" "	Three Rivers—Shawinigan....	21·	Additional daily ex. Sunday B.C. service.
" "	Rapid City—Minnedosa.......	15 2	Additional tri-weekly B.C. service.
" "	Montreal St. John...........	481·2	" weekly R.P.O. service.
" "	Weyburn—Forward..... .. .	25·9	" " B C. service.
" "	Brandon Lenore..........	56·6	" tri-weekly B.C. service.
" "	Calgary—Strathcona.....	190·6	" " service by B.C.
" "	Stettler—Castor..............	35·	B.C. service superseded by P.C. service.
" "	Reston—Windthorst....... ..	91·4	Additional tri-weekly B.C. service.
" "	Yorkton—Saskatoon..........	201·3	B.C. service superseded by R.P.O.
" "	Three Rivers Grandes Mere..	27·11	Additional daily ex. Sunday service by B.C.
" "	Shawinigan Falls—Grande Mere................. .. .	6·	B.C. service increased by 3 additional trips daily ex. Sunday.
Central Vermont Ry....	St. Lambert—Marieville .	18·6	Additional B.C. service daily ex. Sunday.
Dominion Atlantic Ry..	Kentville—Middleton.........	31·	Extension of tri-weekly B.C. service.
Grand Trunk Railway...	Montreal—Richmond..........	76·46	Additional daily ex. Sunday R.P.O. service.
Grand Trunk Pacific Ry.	Winnipeg—Edmonton.........	792·7	R.P.O. service increased to daily inc. Sunday.
Halifax & South Western Ry............. ..	Halifax—Liverpool.....	111·9	Additional daily ex. Sunday service by B.C.
Intercolonial Ry..	Fredericton—Marysville.......	3·	" "
Quebec Central Ry......	Sherbrooke—Thetford Mines..	67·	" "
Quebec, Montreal & Southern Ry..........	Pierreville—Nicolet..........	15·13	Extension of daily ex. Sunday B.C. service.
Temiskaming & Northern Ontario Ry..... ...	Englehart—Cochrane..	113·6	B.C. service superseded by P.C. service.

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to Mar. 31, 1911.

DATE.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage-cars. Distance travelled in miles.	TOTAL DISTANCE.	
				Daily.	Yearly.
In June, 1896	14,669	28,654	19,153	47,807	14,915,784
" 1895	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,019
In June, 1897	14,779	29,000	19,302	48,302	15,118,526
" 1896	64,669	28,654	19,153	47,807	14,915,784
	110	346	149	495	202,742
In June, 1898	15,324	29,540	20,855	50,395	15,773,135
" 1897	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899	15,848	31,000	21,898	52,898	16,132.255
" 1898	15,321	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1900	16,354	33,514	24,754	58,268	16,743,466
" 1899	15,848	31,000	21,898	57,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901	16,962	34,695	26,014	60,709	17,625,847
" 1900	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	882,381
In June, 1902	17,268	35,000	26,712	61,712	18,249,389
" 1901	16,962	34,695	26,014	60,709	17,625,847
	306	305	698	1,003	623,542
In June, 1903	17,441	35,262	27,340	62,602	18,666,598
" 1902	17,268	35,000	26,712	61,712	18,249,389
	173	262	628	890	417,209
In June, 1904	18,361	36,249	28,200	64,449	19,756,019
" 1903	17,441	35,262	27,340	62,602	18,666,598
	920	987	860	1,847	1,089,421
In June, 1905	19,179	40,626	29,096	69,722	20,903,947
" 1904	18,361	36,249	28,200	64,449	19,756,019
	818	4,377	896	5,273	1,147,928
In June, 1906	20,274	45,850	29,790	75,647	23,672,855
" 1905	19,179	40,626	29,096	69,722	20,903,947
	1,095	5,231	694	5,925	2,768,908

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to March 31 1911—*Concluded.*

Date.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage cars. Distance travelled in miles.	Total Distance.	
				Daily.	Yearly.
In March, 1906	20,818	46,263	29,166	75,429	17,650,610
In June, 1907	20,274	45,857	29,790	75,647	23,672,855
	544	406	624	218	6,022,245
In March, 1908	21,474	50,300	29,169	79,469	24,873,784
" 1907	20,818	46,263	29,166	75,429	17,650,610
	656	4,037	3	4,040	7,223,174
In March, 1909	23,508	53,413	29,141	82,554	25,839,656
" 1908	21,474	50,300	29,169	79,469	22,873,784
	2,034	3,113	28	3,085	965,872
In March, 1910	24,631	55,600	30,814	86,414	27,047,709
" 1909	23,508	53,413	29,141	82,554	25,839,656
	1,123	2,187	1,673	3,860	1,208,053
In March, 1911	25,302	62,707	33,764	96,471	30,195,333
" 1910	24,632	55,600	30,814	86,414	27,047,709
	670	7,107	2,950	10,057	3,147,624

APPENDIX L—*Continued.*

DETAIL of service performed by postal and baggage car during the fiscal year 1910–11.

POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays	20,516
Daily, excluding Sundays	37,237
Tri-weekly	2,821
Weekly	627
	61,201

Or when reduced to a daily (except Sunday) basis, 62,707.

BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays	3,147
Daily, excluding Sundays	27,304
Tri-weekly	5,064
Semi-weekly	448
Weekly	648
	36,611

Or when reduced to a daily (except Sunday) basis, 33,764.

APPENDIX L—*Concluded.*

In addition to the mileage by railway the following mail service by water was performed during the fiscal year 1910–11.

District.	Mileage.
British Columbia	1,142,608
Manitoba	21,730
Ontario	283,327
Quebec	227,637
New Brunswick	132,643
Nova Scotia	219,993
Prince Edward Island	53,660
Total	2,081,598

Service performed 1910–11	2,081,598
" 1909–10	2,053,586
	28,012

B. M. Armstrong,
Controller, R.M.S.

R. M. COULTER,
Deputy Postmaster General.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE

Fiscal Year ending March 31, 1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1911

To His Royal Highness, Field Marshal, Prince Arthur William Patrick Albert, Duke of Connaught and Strathearn, K.G., K.T., &c., &c., &c., Governor General and Commander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

The undersigned has the honour to lay before Your Royal Highness the report of the transactions of the Department of the Interior for the fiscal year ending March 31, 1911.

Respectfully submitted,

R. ROGERS,
Minister of the Interior.

OTTAWA, October 11, 1911.

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NOTE.—This part, comprising the Report of the Chief Astronomer and Appendices, will appear in a separate report in monograph form.

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REPORT

OF THE

DEPUTY MINISTER OF THE INTERIOR

1910-11

DEPARTMENT OF THE INTERIOR,
OTTAWA, August 31, 1911.

To the Honourable FRANK OLIVER,
Minister of the Interior.

SIR,—I have the honour to submit the thirty-eighth annual report of the Department of the Interior for the twelve months ending March 31, 1911. I am glad to be in a position to state that the work of the department has been highly satisfactory. As a matter of fact, the general results obtained, both as regards the net cash revenue on account of Dominion lands and the number of new arrivals, have been largely in excess of the previous year, which itself had been the record year since the inception of the department in 1873.

Particular attention is called to the financial statements submitted, from which it will be seen that the total cash revenue from all sources amounted to the unprecedented figure of $5,093,140.45, which is an increase of $384,126.03 over the revenue for the previous twelve months. This total revenue is four times as large as the revenue for the year 1901-2, and ten times greater than it was twenty years ago in 1891-92. It is interesting to note also that the gross revenue of the department during the past ten years has been $28,071,944.76, as compared with a revenue of $8,109,706.51 for the previous decade. The same corresponding increase must be noted in connection with the number of free homesteads and pre-emptions that have been taken up during the past year as well as the number of arrivals. There were 44,479 free homestead entries during the year, representing a total acreage of 7,116,640, which is an increase of nearly 3,000 entries over the previous year, which had been the largest in the history of the department. These homestead entries, according to the best available information obtained from our agents, represent a total population of 107,884 settlers and their families, who located upon western farms during the period in question. This feature in connection with the work of the department, when viewed from an immigration standpoint, must be considered very satisfactory because it goes to show that over one-third of our total immigration last year can be accounted for as having engaged in agricultural pursuits in the western provinces.

The general tone of the reports received from all our outside agents is most optimistic, and there would appear to be a spirit of contentment existing amongst the old as well as the new settlers, which is in itself the best possible evidence that the efforts put forth by the department to bring out a suitable class of settlers and to make known the great resources and possibilities of the western provinces have proved highly successful.

DEATHS.

I regret to have to report that there were eleven deaths in the department during the past year, six at headquarters, and five in the outside service. The following is a list of the persons who have died:—

Head Office:—

Miss S. Rolph, Deputy Minister's office, died March 10, 1910.
Miss E. J. Pallister, Mines Branch, died January 28, 1911.
Miss N. O'Reilly, Immigration Branch, died February 18, 1911.
H. N. Topley, Topographical Surveys Branch, died May 2, 1910.
Duncan Bethune, Immigration Branch, died September 27, 1910.
F. C. MacDonald, Land Patents Branch, died January 25, 1910.

Outside Service:—

M. Curtin, D.L.O., Saskatoon, died May 16, 1910.
Philip Wagner, D.L.O., Edmonton, died August 12, 1910.
Frank E. Goodwin, D.L.O., Saskatoon, died February 28, 1911.
G. C. Rainboth, Boundary Surveys, New Brunswick, died Nov. 2, 1910.
H. W. Selby, Survey of settlers' claims at Athabaska Landing and McMurray, drowned, August, 1910.

STATEMENT showing Gross Cash Revenue received from all sources during the Fiscal Year ended March 31, 1911, compared with the receipts for the previous Fiscal Year.

Source of Revenue.	Fiscal Year. 1910-11.	Fiscal Year. 1909-10.	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion Lands....	3,302,279 57	3,007,390 82	294,888 75	... .	
School Lands.....	1,614,733 93	1,292,259 95	322,473 98	....	
Ordnance Lands................	6,009 34	189,902 48	....	183,893 14	
Seed Grain....	153,351 14	175,152 72	. ...	21,801 58	
Casual Revenue....................	11,336 06	42,625 96	....	31,289 90	
Registration Fees, Yukon............	1,378 19	1,471 49	....	93 30	
Fines and forfeitures, N.W.T....	184 80	211 00	....	26 20	
Fines under Immigration Act..........	3,867 42	....	3,867 42	....	
Total.....	5,093,140 45	4,709,014 42	621,230 15	237,101 12	384,126 03

STATEMENT of Receipts on account of Dominion Lands Revenue for the Fiscal Year ended March 31, 1911, as compared with the receipts for the previous year (net cash revenue).

Particulars.	1910-11.	1909-10.	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Homestead fees	445,135 00	415,232 00	29,903 00		
Pre-emption fees	156,485 00	174,250 00		17,765 00	
Purchased homestead fees	18,830 50	12,530 00	6,300 50		
Improvements	143,227 13	105,009 07	38,218 06		
Pre-emption sales under Act of 1908	266,878 98	153,861 88	113,017 10		
Purchased homestead sales	376,309 15	242,134 97	134,174 18		
General sales	550,567 91	843,040 48		292,472 57	
Map sales, office fees, &c	8,730 01	9,135 49		405 48	
Rentals of lands	10,216 99	11,190 62		973 63	
Survey fees	15,507 56	81,551 38		66,043 82	
Timber dues	387,054 96	378,010 70	9,044 26		
Grazing lands	60,702 80	67,434 29		6,731 49	
Coal lands	490,538 27	255,523 81	235,014 46		
Hay permits	7,808 43	5,439 65	2,368 78		
Mining fees	72,412 98	95,871 54		23,458 56	
Hydraulic leases	6,127 00	4,634 35	1,492 65		
Dredging leases	4,007 18	4,758 83		751 65	
Export tax on gold	103,168 19	89,843 85	13,324 34		
Free certificates for export of gold	152 50	173 00		20 50	
Stone quarries	5,037 60	2,537 22	2,500 38		
Irrigation fees	806 25	868 25		62 00	
Rent of water power	2,443 69	508 70	1,934 99		
Fees *re* Board of Examiners—D.L.S	1,310 00	1,577 10		267 10	
Patent and interchange fees	1,312 35	1,498 30		185 95	
Suspense account	4,876 17	3,943 49	932 68		
Interim receipt accounts—Yukon	270 50		270 50		
Sand, stone and gravel	11,956 50		11,956 50		
Petroleum	70,110 68		70,110 68		
Rocky Mountains Park	65,513 58	43,264 36	22,249 22		
Jasper Park	2,601 19	329 25	2,271 94		
Yoho Park	743 10	104 00	639 10		
Waterton Lakes Park	106 72		106 72		
Buffalo Park	80 00		80 00		
Elk Island Park	10 00		10 00		
Miscellaneous	11,240 70	1,650 29	9,590 41		
Refunds of refunds		1,483 95		1,483 95	
	3,302,279 57	3,007,390 82	705,510 45	410,621 70	294,888 75
Refunds	193,544 07	121,391 15	72,152 92		
	3,108,735 50	2,885,999 67	633,357 53	410,621 70	222,735 83

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to March 31, 1911.

Fiscal Year.	Homesteads Fees.	Pre-emption Fees.	Improvements.	Sales.		Map Sales, Office and Registration Fees, &c.	Dominion Lands Surveyors Examination Fees.	Rentals, Survey Fees, Miscellaneous, including Trust Account.	Purchased Homestead, Inspection, Cancellation and Sundry Fees.	Timber Dues.
				Cash.	Scrip.					
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73	6,960 00			19,170 20						109 25
1873-74	7,310 00			19,834 75				125 50		2,710 55
1874-75	11,510 00			13,666 90		129 00				2,335 25
1875-76	4,680 00			3,478 94	320 00					387 00
1876-77	2,250 00			1,085 86	136,955 16	4 60		100 00	40 00	320 00
1877-78	14,540 00			2,794 86	120,159 54		180 00		290 00	1,620 00
1878-79	17,690 00			4,998 39	210,904 84	81 00	310 00	13 70	410 00	325 00
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14
1882-83	73,015 00	51,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46
1883-84	41,580 00	28,840 00	2,596 11	124,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,961 55
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71
1891-92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35
1892-93	37,689 74		7,113 50	93,671 67	77,231 18	975 20	82 00	18,509 35	22,011 00	105,865 24
1893-94	36,462 26		3,497 76	53,251 71	27,840 96	973 11	40 00	13,457 09	11,097 00	81,290 51
1894-95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,566 90	74,079 20
1895-96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47
1896-97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,527 50	68,992 82
1897-98	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	10 00	21,242 66	10,042 00	119,313 78
1898-99	58,235 00		4,297 62	116,598 35	21,307 58	1,262 05	20 00	75,085 95	13,549 50	155,360 63
1899-1900	72,690 00		4,835 81	103,247 58	88,756 22	1,258 85	190 00	38,072 54	14,937 00	126,345 82
1900-1901	79,910 00		5,213 32	40,360 93	326,270 03	3,874 14	165 00	70,970 54	12,722 00	209,399 32
1901-1902	144,425 00		8,481 46	66,950 21	169,767 13	5,792 96	370 00	71,997 39	663 00	207,790 90
1902-1903	320,409 65		11,829 08	155,507 59	158,452 66	5,911 96	365 00	125,158 56	595 00	470,916 93
1903-1904	255,772 36		15,119 47	196,750 15	188,424 22	5,549 13	163 50	81,550 46	1,081 00	397,314 33
1904-1905	304,806 25		21,571 25	154,128 04	19,644 59	4,879 13	906 50	144,924 31	1,205 00	266,951 46
1905-1906	417,834 25		31,795 19	442,588 69	7,654 57	6,042 34	474 00	141,948 55	976 25	292,684 53
1906-1907 (nine months)	215,449 55		39,763 63	494,117 12	11,349 89	5,449 06	420 00	69,536 31	1,089 51	379,476 32
1907-1908	301,693 73		71,139 47	656,303 03	92,311 24	7,727 29	690 00	148,914 00	1,283 50	473,608 94

1908-1909................	389,039 00	141,550 15	70,928 86	951,442 28	20,136 27	7,296 55	1,040 00	75,596 96	9,946 50	269,837 52
1909-1910............	415,232 00	174,250 00	105,009 07	1,2[illegible]9,037 33	9,973 84	9,135 49	1,577 10	100,257 89	14,028 30	378,010 70
1910-1911..	445,135 00	156,485 00	143,227 13	1,193,756 04	1,437 84	8,730 01	1,310 00	42,111 92	20,142 85	387,054 96
Totals........	4,140,678 77	679,026 16	599,152 32	9,222,894 31	3,810,534 64	101,131 41	13,886 10	1,520,340 20	267,529 69	5,584,675 53

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to March 31, 1911.—*Concluded.*

Fiscal Year.	Grazing Lands.		Hay, Coal, Mining, Stone Quarries, Export Tax on Gold, &c.		Canadian National Parks.	Colonization Lands.		Gross Revenue.	Refunds.	Net Revenue.
	Cash.	Scrip, &c.	Cash.	Scrip.		Cash.	Scrip.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73.								26,239 45		26,239 45
1873-74.								29,980 80		29,980 80
1874-75.								27,641 15		27,641 15
1875-76.								8,865 94		8,865 94
1876-77.								140,755 02		140,755 02
1877-78.								139,584 40		139,584 40
1878-79.								234,732 93		234,732 93
1879-80.								206,801 37	4,636 08	202,165 29
1880-81.								206,990 54	5,038 22	201,952 32
1881-82.	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83.	22,844 43		913 91			248,492 01		1,051,403 60	8,746 05	1,042,657 55
1883-84.	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85.	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86.	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87.	14,242 77	39,487 67	1,570 40	80 00				588,532 80	19,543 16	568,989 64
1887-88.	5,922 47	23,023 28	2,273 73	80 00	2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89.	2,207 69	16,802 63	3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90.	1,305 57	9,021 63	9,242 08		1,694 37			462,536 26	8,209 74	454,326 52
1890-91.	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92.	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93.	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94.	5,740 79	7,687 86	6,243 15		2,523 92			250,069 12	4,514 01	245,525 11
1894-95.	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96.	7,071 86	6,255 90	5,813 51		2,734 82			227,694 93	8,368 79	219,326 14
1896-97.	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
1897-98.	4,728 58	510 39	699,334 76		3,045 65			1,009,741 63	4,678 55	1,005,063 08
1898-99.	5,245 88		1,130,371 60		2,994 16			1,584,328 32	32,296 39	1,552,031 93
1899-1900.	8,382 86	4,083 30	1,038,195 42	20 00	2,727 60			1,503,743 00	23,062 28	1,480,680 72
1900-1901.	4,726 28	14,671 99	1,101,808 33	20 00	4,047 31			1,874,159 09	18,368 85	1,855,790 24
1901-1902.	7,292 46	8,409 27	737,878 43		*2,861 13			1,432,679 25	27,165 55	1,405,513 70
1902-1903.	13,913 33	15,041 33	607,722 05		*5,063 69			1,890,886 83	21,519 84	1,869,366 99
1903-1904.	19,790 27	15,202 15	495,579 18		*9,198 48			1,681,824 70	36,721 75	1,645,102 95
1904-1905.	36,145 32	5,237 36	364,923 59		*14,059 55			1,339,382 35	25,786 90	1,313,595 45
1905-1906.	51,583 89	80 00	296,769 19		18,883 83			1,709,315 28	33,418 36	1,675,896 92
1906-1907 (nine months).	43,711 91	400 00	213,852 59		*15,887 42			1,490,503 31	35,117 48	1,455,385 83
1907-1908*.	43,211 78	4,048 01	266,415 31		27,232 87			2,094,579 17	115,080 04	1,979,499 13

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* Including Scrip.

1908-1909	53,312 79	3,257 84	252,972 17	....	31,321 20	....	....	2,277,678 09	102,463 78	2,175,214 31
1909-1910	67,434 29	5,081 47	460,154 29	....	43,264 36	....	....	3,022,446 13	121,431 15	2,901,014 98
1910-1911	60,702 80	2,356 00	774,569 27	....	69,054 59	....	....	3,306,073 41	198,689 47	3,107,383 94
Total	563,041 76	239,875 92	8,507,590 01	360 00	276,958 27	857,461 08	30,460 50	36,415,596 67	1,021,936 51	35,393,660 16

STATEMENT showing Yearly the Gross Revenue (in cash only) received from all Sources from July 1, 1891, to March 31, 1911.

Fiscal Year.	Dominion Lands.	School Lands	Seed Grain.	Ordnance Lands.	Fines and Forfeitures.	Registration Fees.	Casual Revenue.	Total.
	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1891-1892	337,106 07	136,131 80	5,957 65	42,360 80	788 92	9,302 11	532 14	532,179 49
1892-1893	303,550 86	82,615 22	5,866 21	33,776 90	777 00	10,750 38	1,331 96	438,668 53
1893-1894	214,540 30	47,574 11	2,339 16	22,318 20	864 15	10,358 02	1,982 04	299,975 98
1894-1895	171,085 48	47,665 10	2,752 56	22,645 97	693 85	9,811 77	875 36	255,530 09
1895-1896	174,509 38	56,584 32	8,748 05	17,550 28	502 00	8,737 87	1,920 66	268,552 56
1896 1897	187,424 19	24,292 43	9,887 13	9,831 27	1,316 00	8,997 24	2,683 05	244,431 31
1897-1898	980,313 10	52,410 82	12,351 71	22,537 17	529 06	14,263 50	260 92	1,082,666 28
1898-1899	1,563,020 74	41,249 77	12,388 69	12,349 65	2,801 03	19,220 73	2,620 91	1,653,651 52
1899-1900	1,410,883 48	220,874 78	15,271 84	11,043 53	1,452 92	21,751 90	3,664 00	1,684,942 45
1900-1901	1,533,197 07	48,049 83	15,711 63	14,604 47	1,977 96	33,979 77	1,587 57	1,649,108 30
	6,875,630 67	757,448 18	91,274 63	209,018 24	11,702 89	147,173 29	17,458 61	8,109,706 51
1901-1902	1,254,333 56	193,410 75	20,293 06	16,967 36	1,955 61	50,854 99	3,900 62	1,541,715 95
1902-1903	1,716,597 20	392,206 93	28,789 97	17,612 79	5,220 88	81,404 18	2,230 26	2,244,062 21
1903-1904	1,478,106 33	233,769 62	26,122 30	30,494 34	5,911 92	109,233 73	3,402 94	1,887,941 18
1904-1905	1,314,185 40	332,914 48	16,471 34	10,346 90	10,018 49	123,082 86	4,258 14	1,811,577 61
1905-1906	1,701,580 71	608,960 79	12,577 29	10,893 17	3,304 77	180,310 73	8,496 09	2,526,123 55
1906-1907 (9 months)	1,478,749 51	724,353 73	10,850 06	6,663 90	21 00	46,124 20	11,785 81	2,278,548 21
1907-1908	1,998,219 92	708,045 83	12,899 84	8,674 95	1,650 00	2,256 65	20,069 03	2,751,816 22
1908-1909	2,254,283 98	687,422 74	53,590 86	205,749 96	281 00	1,352 13	26,224 29	3,228,904 96
1909-1910	3,007,390 82	1,292,259 95	175,152 72	189,902 48	211 00	1,471 49	42,625 96	4,709,014 42
1910-1911	3,302,279 57	1,614,733 93	153,351 14	6,009 34	4,052 22	1,378 19	11,336 06	5,093,140 45
	19,506,027 00	6,788,078 75	510,098 58	503,315 19	32,626 89	597,469 15	134,329 20	28,071,944 76
Increases	12,630,396 33	6,030,630 57	418,823 95	294,296 95	20,924 00	450,295 86	116,870 59	19,962,238 25

STATEMENT of Rocky Mountain Park Revenue for Fiscal Year ended March 31, 1911, as compared with revenue for previous year.

Particulars.	Fiscal Year.		Increase.	Decrease.	Net Increase.
	1910-11.	1909-10.			
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.
Rent	8,918 12	8,013 02	905 10		
Timber dues	1.102 90	1,406 45	....	303 55	
Water rates (sulphur)	1,779 51	6,512 57	1,115 45		
Cold water rates	4,667 69				
Sewer rates	1,210 82				
Transfer fees	96 00	74 00	22 00		
Cave and basin (bathing tickets)	3,567 50	3,098 25	469 25		
Quarry permits	488 44	288 91	199 53		
Dog licenses	.....	332 00	....	332 00	
Livery licenses	683 00	616 92	66 08		
Pool, billiard and bowling licenses	190 00	232 74	....	42 74	
Boat licenses	137 50	93 00	44 50		
Butcher licenses	80 00	60 00	20 00		
Coal lands	34,559 07	16,226 37	18,332 70		
Grazing lands	592 85	538 32	54 53		
Hot springs (bathing tickets)	4,148 75	3,630 50	518 25		
Telephone rent	1,232 29	874 81	357 48		
Fines	566 05	105 00	461 05		
Pedlars' licenses	92 00	54 00	38 00		
Camping permits	18 00	7 00	11 00		
Guides' licenses	75 00	35 00	40 00		
Restaurant licenses	30 00	30 00	....		
Mining fees	....	15 25	....	15 25	
Cemetery lots	40 00	....	40 00		
Tea room licenses	50 00	....	50 00		
Sales of town lots	64 00	.. ....	64 00		
Hay dues	62 50	....	62 50		
Miscellaneous	1,061 59	1,020 25	41 34		
	65,513 58	43,264 36	22,942 76	693 54	22,249 22

The following is a comparative statement of the homestead entries and sales made during the fiscal years ending March 31, 1910, and March 31, 1911, respectively:—

	Fiscal Year Ending March 31, 1910.		Fiscal Year Ending March 31, 1911.	
	Number of Entries.	Acres.	Number of Entries.	Acres.
Homesteads	41,568	6,650,880	44,479	7,116,640
Sales	....	49,864	....	*443,673

* The acreage sold in 1911, 443,673 acres, includes 380,573 acres sold by Order in Council of October 6, 1908, to the Southern Alberta Land Company under the Irrigation system.

The following statement shows the number of homestead entries reported in each year since 1874:—

Departmental year ended	Number of entries.
October 31, 1874	1,376
" 31, 1875	499
" 31, 1876	347
" 31, 1877	845
" 31, 1878	1,788
" 31, 1879	4,068
" 31, 1880	2,074
" 31, 1881	2,753
" 31, 1882	7,483
" 31, 1883	6,063
" 31, 1884	3,753
" 31, 1885	1,858
" 31, 1886	2,657
" 31, 1887	2,036
" 31, 1888	2,655
" 31, 1889	4,416
" 31, 1890	2,955
" 31, 1891	3,523
" 31, 1892	4,840
" 31, 1893	4,067
" 31, 1894	3,209
Dec. 31, 1895	2,394
" 31, 1896	1,857
" 31, 1897	2,384
" 31, 1898	4,848
" 31, 1899	6,689
June 30, 1900	7,426
" 30, 1901	8,167
" 30, 1902	14,673
" 30, 1903	31,383
" 30, 1904	26,073
" 30, 1905	30,819
" 30, 1906	41,869
Nine months ended March 31, 1907	21,647
Year ended March 31, 1908	30,424
" " 1909	39,081
" " 1910	41,568
" " 1911	44,479

COMPARATIVE statement showing the number of Homested Entries made during the fiscal years ended March 31, 1910 and 1911, and the Nationality of the Homesteaders, as reported by the several agencies of the department in Manitoba, Saskatchewan, Alberta and British Columbia.

Nationalities.	No. of Entries. 1910.	No. of Entries. 1911.
Canadians from Ontario..	3,953	4,438
" " Quebec..	964	1,101
" " Nova Scotia..	188	237
" " New Brunswick..	130	140
" " Prince Edward Island.. ..	93	68
" " Manitoba..	1,434	1,495
" " Saskatchewan..	3,307	4,061
" " Alberta..	1,219	980
" " British Columbia..	182	136
Persons who had previous entry..	2,274	1,834
Newfoundlanders..	10	7
Canadians returned from the United States ..	753	553
Americans..	12,813	12,485
English..	5,459	6,161
Scotch..	1,326	1,291
Irish..	546	492
French..	360	376
Belgians..	160	133
Swiss..	60	74
Italians..	21	68
Roumanians..	71	175
Syrians..	42	64
Germans..	688	845
Austro-Hungarians..	2,361	2,804
Hollanders..	102	201
Danes (other than Icelanders)..	147	206
Icelanders..	130	96
Swedes..	818	937
Norwegians..	843	1,092
Russians (other than Mennonites and Doukhobors)..	1,061	1,858
Mennonites..	6	6
Doukhobors..	3	..
Chinese..	8	5
Japanese..	2	3
Persians..	2	9
Australians..	3	10
New Zealanders..	5	6
Greeks..	3	13
Hindoos..	14	4

Bulgarians	5	..
Servians	1	3
Spaniards	1	2
Turks	1	7
Algerians	..	1
Chilians	..	1
Mexicans	..	1
Total	41,568	44,479

Representing 101,286 souls in 1910.
Representing 107,884 souls in 1911.

COMPARATIVE statement showing the number of Homestead Entries made during the fiscal years ended March 31, 1910 and 1911, by persons coming from the various States and Territories of the American Union.

States.	No. of Entries. 1910.	No. of Entries. 1911.
Arizona	6	6
Alabama	6	11
Alaska	9	1
Arkansas	9	21
California	99	83
Carolina, North	16	29
Carolina, South	2	12
Colorado	26	16
Columbia, District of	..	..
Connecticut	7	25
Dakota, North	4,736	4,339
Dakota, South	936	782
Delaware	..	1
Florida	4	1
Georgia	3	6
Idaho	277	228
Illinois	387	409
Indiana	207	219
Indian Territory	..	..
Iowa	545	598
Kansas	181	200
Kentucky	44	50
Louisiana	4	4
Maine	36	51
Maryland	2	5
Massachusetts	103	93

States.	No. of Entries. 1910.	No. of Entries. 1911.
Michigan	670	650
Minnesota	2,347	2,231
Mississippi	..	10
Missouri	156	147
Montana	266	246
Nebraska	167	200
Nevada	10	3
New Hampshire	20	29
New Jersey	10	16
New Mexico	8	1
New York	196	205
Ohio	167	183
Oklahoma	110	99
Oregon	210	157
Pennsylvania	96	126
Rhode Island	6	19
Tennessee	27	34
Texas	35	32
Utah	32	19
Vermont	10	24
Virginia	6	14
Virginia, West	22	12
Washington	670	683
Wisconsin	642	678
Wyoming	38	30
Total	13,566	13,038

STATEMENT showing the number of Letters Patent issued by the Department of the Interior in each year since 1874.

Period.	Number issued.
Year ended October 31, 1874	536
" " 1875	492
" " 1876	375
" " 1877	2,156
" " 1878	2,597
" " 1879	2,194
" " 1880	1,704
" " 1881	1,768
" " 1882	2,766
" " 1883	3,591
" " 1884	3,837
" " 1885	3,257
" " 1886	4,570

Period.	Number issued.
Year ended October 31, 1887	4,599
“ “ 1888	3,275
“ “ 1889	3,282
“ “ 1890	3,273
“ “ 1891	2,449
“ “ 1892	2,955
“ “ 1893	2,936
“ “ 1894	2,553
“ December 31, 1894	2,682
“ “ 1895	2,118
“ “ 1896	2,665
“ “ 1897	2,972
“ “ 1898	3,037
“ “ 1899	3,904
Six months ended June 30, 1900	1,970
Year ended “ 1901	6,461
“ “ 1902	8,768
“ “ 1903	7,349
“ “ 1904	6,890
“ “ 1905	8,798
“ “ 1906	12,370
Nine months ended March 31, 1907	10,596
Year ended “ 1908	18,690
“ “ 1909	22,431
“ “ 1910	22,854
“ “ 1911	21,754

STATEMENT showing number of Homestead Entries granted in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia for fiscal year 1910-11, as compared with fiscal year 1909-10.

Provinces.	1910-11.	1909-10.	Increase.	Decrease.	Total 1910-11.	Total 1909-10.	Increase 1910-11.	Decrease 1909-10.
Manitoba—								
Winnipeg.....	1,994	1,356	638					
Dauphin..	1,012	1,062		50				
Brandon.....	76	111		35				
	3,082	2,529	638	85	3,082	2,529	553	
Saskatchewan—								
Yorkton.....	1,315	1,243	72					
Estevan ...	1,033	884	149					
Regina.	435	567		132				
Humboldt ...	1,738	1,609	129					
Prince Albert.	1,871	1,240	631					
Moosejaw ..	5,285	10,901		5,616				
Medicine Hat.	1,589		1,589					
Battleford.. ..	2,215	1,905	310					
Swift Current.	5,568		5,568					
Saskatoon ...	4,178	3,226	952					
	25,227	21,575	9,400	5,748	25,227	21,575	3,652	
Alberta—								
Calgary.......	5,450	6,255		805				
Lethbridge. ..	933	4,948		4,015				
Red Deer.....	2,032	1,824	208					
Edmonton....	5,112	4,107	995					
Peace River...	291	53	238					
Medicine Hat.	2,146		2,146					
	15,964	17,187	3 587	4,820	15,964	17,187		1,223
Br. Columbia—								
Kamloops	202	257		55				
N. Westminst.	4	20		16				
	206	277		71	206	277		71
Grand total for fiscal year 1910-11					44,479			
" " " 1909-10....						41,568		
							4,205	1,294
Net increase for fiscal year 1910-11........							2,911	

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment.

Departmental Year ended October 31.	Letters Received.	Letters Sent.	Total.
1874	3,482	4,120	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,586	6,179	11,755
1880	8,222	9,910	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60 680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705
1889	48,316	50,500	98,816
1890	36,200	36,008	72,208
1891	38,000	36,267	74,267
1892	41,990	42,203	84,193
1893	50,794	48,145	98,939
1894	48,619	50,840	99,459
1895	49,991	45,898	95,889
1896	47,501	44,238	91,739
1897	65,714	64.147	129,861
1898	88,913	87,845	176,758
1899	95,023	91,876	186,899
1900	121,219	133,177	251,396
1901	144,978	136,348	281,326
1902	167,200	185,548	352,748
1903 (From June 30, 1902, to July 1, 1903)	185,582	223,463	409.045
1904 (From June 30, 1903, to July 1,1904)	222,316	274,675	496,991
1905 (From June 30, 1904, to July 1, 1905)	245,470	302,723	548,193
1906 (From June 30, 1905, to July 1 1906)	407,794	529,465	937,259
1907 (From June 30, 1906, to April 1, 1907)	372,231	620,968	993,199
1908 (From March 31, 1907, to April 1, 1908)	543,647	1,106,772	1,650,419
1909 (From March 31, 1908, to April 1, 1909)	721,217	1,114,380	1,835,597
1910 (From March 31, 1909, to April 1, 1910)	935,217	1,174,546	2,109,763
1911 (From March 31, 1910, to April 1, 1911)	1,027,933	1,280,697	2,308,630

The number of registered letters during the departmental year ending March 31, 1911, was: received, 20,062; sent, 28,849.

THE LAND SITUATION, MANITOBA, SASKATCHEWAN AND ALBERTA.

Total land area—

Manitoba	40.848.880	acres (approx.)
Saskatchewan	143,927,680	"
Alberta	150,117,760	"
Grand total	334,894.320	"

SURVEYED AREA.

—	Manitoba.	Saskatchewan.	Alberta.	Total.
	Acres.	Acres.	Acres.	Acres.
Area in surveyed sections all water covered lands deducted. Not including surveyed land in forest reserves	24,581,878	65,733,061	52,980,614	143,295,553
The following are the areas of water covered lands in surveyed sections	3,178,947	1,571,027	1,664,945	
Area of road allowances	879,163	1,368.181	1,013,165	3,260,509
Area of parishes and river lot settlements	486,311	81,974	96,603	664,888
Area of forest reserves: (Not including Rocky Mountains reserves, 11,656.320 acres)	2,452,960	599,642	224,960	3,277,562
Area of Indian reserves (including 6,683 acres north of surveyed area in Saskatchewan and 93,856 acres in northern Alberta). Figures furnished by Department of Indian Affairs, May 11, 1911	337,887	1,141,893	1,249,778	2,729.558
Area of Indian reserves surrendered	55,423	262,016	252,475	569,914
Grand total				153,797,984

Total area under homestead, South African Volunteer, pre-emption and purchased homestead entry, including patented homesteads (chiefly even-numbered sections)..	55,611,520	acres
Total area granted to railway companies on account of land subsidies (chiefly odd-numbered sections)	31,864,074	“
Total area school land endowment (unsurveyed area not included)..	7,963,254	“
Total area granted to Hudson's Bay Company.	6.575.400	“
Total area otherwise disposed of (Northwest half-breed scrip and military scrip, Manitoba swamp lands, sales and irrigation lands..	11.952,853	“
Total area under grain crop (including wheat) 1910..	13,823,900	“
Total area under wheat, 1910..	7,960,400	“

UNSURVEYED AREA IN MANITOBA, SASKATCHEWAN AND ALBERTA.

As to the remaining land area unsurveyed, a large proportion has not yet been explored, except in a very partial way, but from what is now known generally of the character of this surveyed land the area available for some forms of agriculture, though of much less average value than the lands surveyed at this date, might be given as follows:—

Manitoba..	10,000,000	acres
Saskatchewan..	18,000,000	“
Alberta..	60,000,000	“
Total..	88,000,000	“
In territory to be added to Manitoba..	10,000,000	“
Total..	98.000,000	“
If this net total were cut in half, the result should represent very conservatively an area of farming land of good quality and fairly equal in productiveness to the settled area of	49,000,000	“
Add surveyed area..	153,797,984	“
Grand total..	202,797,984	“

The total area under cultivation in 1910, according to figures in the Census and Statistics monthly for December, 1910, was:—

Manitoba	5,318,989	acres
Saskatchewan	7,436,560	"
Alberta	1,808,719	"
Total	14,564,268	"

making the area then under cultivation equal to only seven per cent of the above estimated area available for that purpose.

SCHOOL LANDS ENDOWMENT.

—	Areas (Acres).			
	Manitoba.	Saskatchewan.	Alberta.	Total.
Statutory School Lands (Sections 11 and 29 in each Township) unsold..	712,840	3,192,160	1,987,840	5,892,840
Statutory School Lands (Sections 11 and 29 in each Township) sold	563,520	500,516	484,500	1,518,536
Lands in lieu of Statutory School Lands unsold	10,800	12,480	224,600	247,880
Lands in lieu of Statutory School Lands sold.	13,335	1,433	70,694	85,462
Statutory School Lands (Sections 11 and 29 in each Township) unsold—outside the limits of School Lands Map (in Northern Alberta)	....	....	188,536	188,536
School Lands in Unsurveyed Territory (Approximate areas)	730,705	4,230,610	4,594,525	9,555,840
School Lands in Unsurveyed Territory to be added to Manitoba—(Approximate areas).	6,110,293	....	....	6,110,293
Totals	8,141,493	7,937,199	7,550,695	....
Grand total	....	....	....	23,629,387

Note—The above areas do not take account of school lands in forest reserves.

—	Manitoba.	Saskatchewan.	Alberta.	Total.
The average prices per acre for School Lands sold to April, 1911, are as follows:—	$9.41 per acre (From May 1883)	$13.47 per acre (From March 1900)	$11.54 per acre (From May 1887)	
The total net amounts received on account of principal and standing to credit of School Land Fund to April 1, 1911, are as follows:—	$2,797,334 01	$1,688,932 77	$1,292,014 92	$5,778,281 70

STATISTICS AS TO RAILWAY MILEAGE, BY PROVINCES.

Year.	Manitoba.	Saskatchewan.	Alberta.	Totals.
1893	1,470	748	807	3,025
1894	1,471	965	807	3,243
1895	1,472	965	807	3,244
1896	1,470	965	807	3,242
1897	1,570	965	807	3,342
1898	1,592	965	807	3,364
1899	1,603	993	908	3,504
1900	1 815	993	908	3,716
1901	2,056	1,107	978	4,141
1902	2,128	1,102	978	4,208
1903	2,224	1,117	978	4,319
1904	2,364	1,180	1,020	4,564
1905	2,672	1,523	1,020	5,215
1906	2,823	1,973	1,200	5,996
1907	3,074	2,025	1,323	6,422
1908	3,110	2,081	1,323	6,514
1909	3,205	2,630	1,323	7,158
1910	3,526	3,350	1,774	8,650

RAILWAYS IN MANITOBA, SASKATCHEWAN AND ALBERTA, 1910.

Railways.	Manitoba.	Saskatchewan.	Alberta.	Total.
Canadian Pacific Railway	1,529	1,750	1,270	4,549
Canadian Northern Railway	1,531	1,183	219	2,933
Grand Trunk Pacific Railway	304	417	285	1,006
Great Northern Railway	162	....	...	162
Total	3,526	3,350	1,774	8,650

STATEMENT of Land Sales by Railway Companies having Government

Year.	Hudson's Bay Company.		Canadian Pacific Railway Company.		Manitoba South-western Colonization Railway Company.		Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.	
	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
		$		$		$		$
1893	....	....	93,184	295,288	14,164	57,559	1,603	....
1894	7,526	48,225	43,155	131,628	6,312	28,003	640	....
1895	4,431	23,209	55,453	176,950	5,623	22,330	2,391	....
1896	9,299	52,410	66,624	220,360	21,254	88,568	286	....
1897	10,784	53,277	135,681	431,095	63,800	234,644	2,524	....
1898	62,000	310,000	242,135	757,792	106,473	363,982	22,534	....
1899	56,875	274,625	261,832	814,857	58,019	199,458	61,030	178,517
(Fiscal Year) 1900	70,196	352,631	379,091	1,152,836	133,507	437,449	18,932	53,974
(Fiscal Year) 1901	82,308	399,804	339,985	1,046,665	59,749	214,953	22,266	74,810
(Fiscal Year) 1902	269,577	1,412,332	1,362,478	4,440,500	206,411	713,365	39,835	147,365
(Fiscal Year) 1903	330,046	1,939,804	2,260,722	8,472,250	250,372	699,210	843,900	1,476,900
(Fiscal Year) 1904	144,857	879,910	857,474	3,516,864	29,522	113,303	....	....
(Fiscal Year) 1905	139,721	865,905	411,451	2,045,800	80,342	296,936	....	....
(Fiscal Year) 1906	236,191	1,863,375	1,012,322	6,015,060	83,418	360,889	....	....
(9 months to March 31, 1907)	69,158	742,221	851,083	4,817,632	3,051	22,645	1,353	16,789
(Fiscal Year) 1908	21,184	267,215	81,060	727,367	31,982	153,007	5,621	68,869
(Fiscal Year) 1909	25,449	288,836	29,331	383,390	10,396	84,845	37,662	380,371
(Fiscal Year) 1910	104,382	1,297,454	655,585	10,473,425	14,501	126,950	106,000	964,600
(Fiscal Year) 1911	267,038	3,747,768	715,095	10,372,661	20,313	284,859	113,533	1,237,204
Total	1,911,022	14,819,001	9,853,741	56,292,420	1,199,209	4,502,955	1,280,110	4,599,399

Land Grants and by the Hudson's Bay Company.

CALGARY AND EDMONTON RAILWAY COMPANY.		CANADIAN NORTHERN RAILWAY COMPANY.		GREAT NORTHWEST CENTRAL RAILWAY COMPANY.		TOTALS.		AVERAGE PER ACRE.
Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	
	$		$		$		$	$ cts.
11,260	....	....	....	....	....	120,211	352,847	2 93
11,035	....	....	....	....	....	68,668	207,856	3 02
46,815	....	....	....	....	....	114,713	222,489	1 94
10,553	....	....	....	....	....	108,016	361,338	3 34
9,436	....	....	....	....	....	222,225	719,016	3 23
15,481	....	....	....	....	....	448,673	1,431,774	3 18
24,738	53,335	....	....	....	....	462,494	1,520,792	3 28
46,653	128,256	....	....	....	....	648,379	2,125,146	3 27
116,719	352,037	....	....	....	....	621,027	2,088,269	3 36
323,494	1,033,396	....	....	....	....	2,201,795	7,746,958	3 56
231,800	909,600	183,736	631,503	128,435	522,490	4,229,011	14,651,757	3 46
129,007	563,567	64,469	313,575	41,858	177,021	1,267,187	5,564,240	4 39
109,191	512,898	231,707	1,221,469	17,593	103,564	990,005	5,046,572	5 09
85,784	480,063	204,966	1,014,351	20,003	137,503	1,642,684	9,871,241	6 01
59,515	346,064	289,576	1,711,109	4,023	41,470	1,277,759	7,697,930	6 02
8,606	75,644	196,946	1,746,504	1,294	13,855	341,072	2,985,992	8 78
6,370	66,508	*	*	165	7,935	109,273	1,211,885	11 08
18,323	182,926	285,428	2,783,010	571	6,863	1,184,790	15,835,228	13 36
11,820	116,231	277,414	3,336,797	1,438	27,417	1,507,151	19,122,937	12 68
1,276,600	4,820,465	1,734,242	12,758,318	215,380	1,038,178	17,565,183	98,764,267	

IMMIGRATION.

COMPARATIVE statement of arrivals at inland and ocean ports during the fourteen years, ending March 31, 1911.

Year.	Great Britain and Ireland.	Other Countries except United States.	United States.	Total.
1897	11,383	7,921	2,412	21,716
1898	11,173	11,608	9,119	31,900
1899	10,660	21,938	11,945	44,543
1900 (6 months)	5,141	10,211	8,543	23,895
1900-1	11,810	19,352	17,987	49,149
1901-2	17,259	23,732	26,388	67,379
1902-3	41,792	37,099	49,473	128,364
1903-4	50,374	34,785	45,171	130,330
1904-5	65,359	37,255	43,652	146,266
1905-6	86,796	44,349	57,919	189,064
1906-7 (nine months ending March 31)	55,791	34,217	34,659	124,667
1907-8	120,182	83,975	58,312	262,469
1908-9	52,901	34,175	59,832	146,908
1909-10	59,790	45,206	103,798	208,794
1910-11	123,013	66,620	121,451	311,084
	723,424	512,443	650,661	1,886,528

BRITISH IMMIGRATION.

It is gratifying to be able to record a still further increase in the volume of British immigration. The foregoing table shows that the immigration from Great Britain and Ireland for the fiscal year 1910-11 was 123,013, compared with 59,790 for the previous year. This is the heaviest immigration we have ever had from the British Isles in any single year and this, too, in spite of the greater restrictions imposed by the regulations now in force, which are very stringent and which have resulted in our admitting none but high-class immigrants, people well qualified to succeed in this country. The enforcement of these regulations has had the effect of reducing the deportation of immigrants of all nationalities from 1,748 in 1908-9 to 784 in 1910-11.

CONTINENTAL IMMIGRATION.

It will be observed that a substantial increase has taken place also in the number of immigrant arrivals from over-seas, the number increasing from 34,175 in 1908-9 to 66,620 in 1910-11.

Having in view the higher standard now required by the immigration regulations of Canada, this increase in the volume of continental immigration argues well for the effectiveness of the propaganda being carried on in continental countries. This propaganda, it may be remarked, is much restricted by the local laws, the fact being that we have a really free hand only in Belgium of all the continental countries.

A very large proportion of the continental immigrants have made entries for homesteads in western Canada, many others purchasing lands from corporations and private owners and others, engaging as farm labourers or in domestic service, so that on the whole, this is a very satisfactory class of immigration.

AMERICAN IMMIGRATION.

The foregoing table shows that this year has broken all previous records with a total of 121,451 immigrants from the United States. This is exceedingly satisfactory and shows the excellence of the work of our agents in that country. Our immigrants from the United States are practically all farmers and farm-labourers, drawn for the most part from the farming communities of the western states. They come equipped with experience, common sense and the necessary implements and other means of making a good start in their new surroundings, and there is every reason to feel pleased and gratified with the arrival of these people in such large numbers.

JUVENILE IMMIGRATION.

Particulars with respect to juvenile immigration are given in the report of Mr. G. Bogue Smart, the chief inspector of British immigrant children and receiving homes. I would direct particular attention to Mr. Smart's interesting report.

SURVEYS.

During the year, 5,683,200 acres of land were subdivided into sections, and resurveys were made of 616,960 acres, as compared with 7,423,200 acres of original subdivision and 1,642,880 acres of resurveys during the previous year. The decrease in the number of acres subdivided is chiefly due to the fact that during 1909, the last large tract of unsurveyed open prairie was divided into sections, and the lands surveyed during 1910 were all more or less wooded. Resurveys were not carried on to the same extent as in former years because it was found that where lands had passed from the control of the Dominion any resurvey affecting them would require the authority of provincial legislation. This authority has been promised in the provinces of Saskatchewan and Alberta.

In addition to the subdivision and resurveys, nine hundred and thirty miles of base lines and initial meridians were established and numerous miscellaneous surveys were made.

Eighty-eight parties in all were employed, seventy-three of these being engaged for the season and fifteen for short periods only. Of the seventy-three regular parties, five were engaged on inspection of surveys executed under contract, eight on base lines and initial meridians, twenty-six on miscellaneous surveys and resurveys and thirty-four on subdivision surveys under contract.

The distribution of these parties by provinces is shown in the following table:—

—	In Manitoba.	In Saskatchewan.	In Alberta.	In British Columbia.	Partly in one province and partly in another.	Total.
Paid by the day	1	2	16	10	10	39
Under contract	1	12	21	....	....	34
Parties engaged for a short time only	....	5	4	6	....	15
	2	19	41	16	10	88

One hundred and eighty-three whole townships and twenty-three fractional townships were completely subdivided, while a partial subdivision was made of four hundred and six others.

Resurveys were made either partial or complete, of one hundred and ninety-seven townships.

The total mileage surveyed during the year was 17,541, making an average per party of 274 miles for sixty-four parties; twenty-four parties are not included owing to the nature of their work.

A special effort has been made to keep the block outlines surveyed well in advance of the township subdivision. This work is in practically unexplored territory and the difficulties of transportation are very great. One party worked during the summer on the principal meridian and on the base lines west of Lake Winnipeg. During the winter the same party established the fifteenth base through the country in the vicinity of The Pas. The third meridian was produced northerly to township 64, and the seventeenth base was run westerly towards the fourth meridian. The fourth meridian was extended northerly to township 95, and portions of the 18th, 19th and 20th bases were run westerly from it. The fifth meridian was established beyond the Peace River, and the 21st base west of the fifth meridian was completed. One party which remained in the field during the whole year, completed the base lines south of Grand Prairie in the Peace River district, and commenced the work of marking out the boundaries of the block of 3½ millions of acres conveyed by the province of British Columbia to the Dominion government.

The surveyors under contract were employed in the subdivision of townships skirting the northern fringe of surveyed territory and extending from southeastern Manitoba to the Peace River district.

The twenty-six day parties employed on miscellaneous work were engaged chiefly in the restoration of obliterated surveys, in the completion of work rendered necessary by the change in topographical features and in the laying out of lands required for settlement or for coal and timber.

A party under Mr. C. Engler worked in the vicinity of Fort Smith, and determined by latitude observations the position of the northern boundary of Alberta. Another party, under Mr. H. W. Selby, was engaged in adjusting and surveying settlers' claims at Athabaska Landing and McMurray. Mr. Selby was accidentally drowned in the Athabaska river on his return trip from McMurray. He was one of the most devoted of the country's public servants and had been specially selected for the difficult work of adjusting conflicting claims in the settlements along the Athabaska on account of his fidelity and excellent judgment.

Mr. A. O. Wheeler, topographer, resigned his position early in the season. For two years previously he had been engaged on the examination of lands in British Columbia, but his principal work for the department had been in connection with the photo-topographical surveys in the Selkirks and Rocky Mountains during the past decade.

Nine parties were employed in the foot-hills of western Alberta, from the international boundary to the Yellowhead pass. Some of the land surveyed was of value for agricultural purposes but most of it was covered by coal mining applications.

The examination and classification of the vacant lands in the valleys of the railway belt, British Columbia, was continued by Messrs. A. J. Campbell and R. D. McCaw. In addition, eight survey parties were engaged in the railway belt in the subdivision of desirable lands and in laying out timber berths. Mr. M. P. Bridgland continued the triangulation survey west of Revelstoke.

Mr. W. Thibaudeau, C.E., was engaged on a reconnaissance of the Winnipeg and English rivers, in order to determine the most suitable locations for storage reservoirs for water-power development.

Following is the usual table of subdivision or settlement survey work completed each year since the inception of the surveys, with the result of last season's operations added:—

Period.	Acres.	Number of Farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952
1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	8,147,000	50,919
1882	10,186,000	63,662
1883	27,234,000	170,212
1884	6,435,000	40,218
1885	391,680	2,448
1886	1,379,010	8,620
1887	643,710	4,023
1888	1,131,840	7,074
1889	516,968	3,231
1890	817,075	5,106
1891	76,560	476
1892	1,395,200	8,720
1893	2,928,640	18,304
1894	300,240	1,876
1895	406,240	2,539
1896	506,560	3,166
1897	428,640	2,679
1898	859,840	5,374
1899	1,022,720	6,392
1900 (first 6 months)	735,480	4,596
1900-1901	1,603,680	10,023
1901-1902	2,553,120	15,957
1902-1903	6,173,440	38,584
1903-1904	12,709,600	79,435
1904-1905	10,671,520	66,697
1905-1906	4,973,920	31,087
1906-1907 (9 months)	3,819,700	23,873
1907-1908	6,123,040	38,269
1908-1909	7,412,870	46,330
1909-1910	7,423,200	46,395
1910-1911	5,683,200	35,520
	150,946,465	943,410

THE ASTRONOMICAL BRANCH.

The work of the Observatory, under its principal divisions, Astrophysics, Meridian, Astronomy, Geophysics and determination of latitudes and longitudes, has been continued as formerly. An anemograph, which, by electrical means, records the direction, pressure and velocity of the wind, has been mounted above the roof of the building. Apart from this, no important addition has been made to the instrumental equipment, though minor improvements have been made to several of the instruments.

The foundation of the small building spoken of in my last report, which is to house an instrument carrying the micrometer and stellar camera, was laid last summer, but the superstructure was not proceeded with. In consequence, the order has not been given for the instrument in question. The piers for the azimuth marks have been erected, and the foundations laid of the two buildings which are to surround them. Wooden sheds have been built covering the piers to protect them from the weather, pending completion of the permanent structures.

Additional office space is needed. The offices of the Boundary Surveys, as well as those of the Geodetic Survey in part, are now in rented quarters in the city. As the operations of these surveys are closely connected with the work of the Observatory, the separation of the offices is a source of inconvenience in administration. Moreover, certain departments of the Observatory itself have grown beyond the space allotted them, especially the library and the workshops.

The larger part of the Observatory grounds has been terraced and sodded, and the necessary roads prepared. Electric lights have been placed on the grounds and along the pathway leading to the electric railway. The residence for the Chief Astronomer was completed, and occupied by him at the end of July.

At the meeting of the International Union for Co-operation in Solar Research, held at Mt. Wilson, Cal., in August, the standing which the Dominion Observatory has attained was recognized by the allotment to it of a share in the work of determining the solar rotation. The other observatories associated in this, are: Pulkova, Russia; Allegheny, Pa.; Mt. Wilson, Cal.; Cambridge, England; and Edinburgh, Scotland. Mr. Plaskett also, who attended the meeting as representative of the Observatory, was placed on three important committees.

The system of distribution of time in the government buildings has worked satisfactorily during the year. There are now eight secondary master clocks (synchronized by the principal clock at the Observatory) and 292 dials operated by them.

Two observers were employed in the determination of latitudes and longitudes of outside points, including the observing station established in 1909 at Fort Osborne, Winnipeg, six stations in Saskatchewan and Alberta, and two in Ontario.

Two observers were employed on the Magnetic Survey. Forty-eight stations were occupied along the main line of the Canadian Pacific railway between Chapleau and Moosejaw, and forty-four stations in Ontario.

The survey of the 141st meridian under the Boundary Treaty of 1906 was continued. The vista cutting and the placing of the final monuments were completed between White river and the Yukon, and also, north of the Yukon, to a point about half-way to Porcupine river. On the latter section, the triangulation and the topographic survey were completed. The survey of the line is, therefore, finished between the last mentioned point and the Natashat range, south of White river. The projection of the meridian was carried to a point ten miles north of Porcupine river.

The survey is carried on by two large surveying parties, Canadian and American, each divided into several sub-parties.

The precise levelling by Mr. D. H. Nelles was completed to a point on the 141st meridian. This line of levels is now continuous from White Pass along the White Pass railway and the Dawson road to Dawson, and thence west to the meridian. The datum is sea level at Skagway, Alaska, connection having been made by an American surveyor between Skagway and White Pass, along the railway.

Two surveying parties were employed on the survey of the boundary of the coast strip of Alaska (Treaty of 1903), one in the Lynn canal region, and one at the head of Portland canal. This work is largely topographical, having in view the completion of the maps necessary to illustrate the location of the boundary line.

One surveyor was engaged in placing reference marks for the boundary line through the Straits of Georgia and Fuca, and in making the necessary triangulations and topographic surveys to properly locate the points.

About 250 miles of the resurvey of the 49th parallel, along the southern boundaries of Saskatchewan and Manitoba were completed. It is anticipated that the survey will reach Red river this coming season.

The re-survey of the 'Ashburton' line, between the provinces of New Brunswick and Quebec and the state of Maine, was continued, following St. Francis river, along which the boundary runs. The survey and the setting of the reference monuments were completed to a point on the boundary of Temiscouata county, Quebec.

Much regret is felt at the death of Mr. Geo. C. Rainboth, D.L.S., the surveyor in charge of the Canadian party on this section. He was taken ill in camp in October, when he was about to bring his season's work to a close. Desire to see personally to the arrangements necessary in this connection led him to delay seeking medical advice. Becoming worse he was brought to Edmunston by canoe, whence it was hoped to bring him to his home in Ottawa, by rail. He died on the train at Rivière du Loup, November 2. Mr. Rainboth was well known throughout the Ottawa valley where he had practised his profession from his youth. He had also made many surveys of Dominion lands for this department in the Canadian west. Since 1905, he was employed on the Boundary Surveys, having charge of the Canadian share of the field work on the re-survey of the international boundary from Richelieu river to the source of the St. Croix river.

The survey of the boundary between Maine and New Brunswick, where it follows St. Croix river, has been continued. The survey has now been practically completed from the mouth of the river to the outlet of the lakes, near Vanceboro.

These boundary surveys, excepting those of the Alaska boundary, that is, in the Straits of Georgia and Fuca, along the 49th parallel, along the St. Francis river, and along the St. Croix, are conducted under the provisions of articles 8, 6, 3 and 2 respectively, of the Boundaries Treaty of 1908.

Article 1 of that treaty provided for the definition of the boundary line in Passamaquoddy bay.

In my last report, I mentioned the dispute as to certain parts of this boundary, which prevented the completion of the delimitation. The dispute has since been settled by the ratification of a treaty (signed May 21, 1910), which defines the boundary at the point in question by courses and distances, seven in number, beginning at a certain point lying between Treat island and Friar's Head, in Passamaquoddy bay, and ending in the middle of Grand Manan channel. The placing of the reference monuments for this part of the line has not yet been undertaken by the Boundary Commissioners.

On the Geodetic survey, two observers were employed, one in Ontario, one in Quebec, measuring the angles of the primary triangles. Three reconnaissance parties to select points for extension of the triangulation worked respectively in the western peninsula of Ontario, to the east of Georgian bay, and on the British Columbia coast. The station building party, whose duty is to erect towers, when necessary, at the points chosen in the reconnaissance, worked north and northwest of Toronto. Three parties were employed on the precise levelling. One of these connected with a bench mark of the United States Coast and Geodetic Survey at Stephen, Minn., and carried a line of levels north to Emerson, and thence west following the railways nearest to the international boundary. The object of this was, in part, to establish a datum for the topographical surveys made in connection with the boundary survey. Another levelling party worked in Nova Scotia and the third in Ontario.

The field men of the Geodetic Survey were employed in the computing office of the survey during the winter and good progress was made in the calculation of the triangulation.

FORESTRY.

A number of additions have been made to the forest reserves, increasing the area reserved from 3,450,720 acres to 16,128,640 acres. The most notable addition is the Rocky Mountain Forest Reserve, covering all the eastern slope of the Rocky Mountains in the province of Alberta above a general elevation of four thousand feet above sea level. The boundary of the reserve was determined after a careful examination on the ground by two forest survey parties. All agricultural land has been excluded and nearly all grazing land. The grazing lands included are narrow strips in the valleys of the rivers. This reserve forms the watershed for the provinces of Alberta and Saskatchewan and the preservation of the timber of the slope is therefore of the utmost importance. Steps will be taken to organize an efficient protective force and to provide for the management of the timber on proper scientific principles.

Unfortunately, last year was a dry season in the west and forest fires did great damage. This was particularly the case in the province of Alberta where the forests on the Rocky Mountains suffered severely. As, however, the states of Montana and Idaho, immediately to the south, had much greater losses, including loss of life, although the expenditure on protection there has been much greater, Canada may feel that under the circumstances she has escaped very well. It emphasizes, however, the necessity for perfecting the protective service in every way possible.

The demand for trees for planting on farms in the prairie country is now so large that the capacity of the nursery station at Indian Head is greatly taxed to meet it. As the output from that nursery, averaging about three million trees per annum, cannot be greatly increased it will be necessary to provide additional nursery accommodation, and steps in that direction are being taken.

IRRIGATION.

There has been, in the last few years, a considerable development in irrigation in the provinces of Alberta and Saskatchewan and the dry weather of last year has caused a more favourable sentiment towards irrigation than has previously existed, with the result that the demands for water are equalling and sometimes exceeding the natural supply. The supply of the cities and towns for domestic purposes is also becoming a matter of serious moment. The hydrographic survey is, therefore, being extended to obtain necessary information in regard to the water supply, and investigations are being made of the possibilities of increasing the natural supply by storage. There is no more vital question in the western prairie provinces than that of the water supply.

DOMINION PARKS.

The Dominion parks, in the Rocky Mountains and at other places, are proving very popular. The number of tourists from other countries resorting to the mountains of the Canadian west is increasing rapidly. And more important, perhaps, is the fact that in all parts of the west the demand for outdoor resorts for the convenience of our Canadian people is being made, and such resorts as have been established within forest reserves and elsewhere are proving attractive and are being greatly utilized. This is a gratifying feature, for it indicates that the prosperity of the west is giving the people greater leisure for pleasure and recreation and that the healthful outdoor influences of the woods and lakes and streams are being appreciated.

In the Rocky Mountains park, the bath houses at the hot springs are found to be inadequate to the demands now made upon them. As they were erected a good many years ago they are also lacking in many modern conveniences. Plans are being prepared for new bath buildings at this park and the object will be to have buildings erected that will be modern in construction, adequate for all future demands to the capacity of the springs, and a credit to the National Parks of the Dominion.

The necessary inspection for the laying out of Jasper park, the new park along the line of the Transcontinental railway through the Rocky Mountains, is being made and preliminary work has been done on several roads and trails. Surveys of the locations of the necessary townsites are also being made. This park is of great natural beauty and should be a great attraction to tourists.

The buffalo herd at Buffalo park, now numbering 900, are in satisfactory condition and have settled down quietly to life in the park. The new shipments to the park, from the Pablo herd in Montana, during the year were 35, and this completes all the shipments from that herd, although it was found impossible to secure a few scattered bands which have finally been given up.

SCHOOL LANDS.

A number of auction sales of these lands were held during the summer and autumn in the provinces of Saskatchewan and Alberta, with most satisfactory results.

In Saskatchewan the sales were held at the following points, namely, Prince Albert, Weyburn, Arcola, Stoughton, Francis, Estevan, Esterhazy, Abernethy, Rosthern, Hanley, Saskatoon, Dauphin and Yorkton.

The area sold at the auction sales was 304.056·45 acres for $4.564,175.04, or an average price of $15.01 per acre.

In addition to this 76·95 acres were sold to boards of trustees for school sites, and 448·06 acres were also sold, under the Railway Act, to railway companies, making the total area disposed of during the year 304.581·46 acres for $4.569.631.28, or an average price of $15 per acre.

In Alberta the sales were held at the following points, namely, Camrose, Medicine Hat, Vermilion, Vegreville, Tofield and Edmonton.

There were 181,866·71 acres disposed of for $2.212,834.05, or an average price of $12.16 per acre.

In addition to the above, 47·12 acres were sold to boards of trustees for school sites, and 470·07 acres to railway companies for right-of-way and station grounds, making the total area disposed of 182,383·90 acres for $2,216,911.95, or an average of $12.11 per acre.

In Manitoba no general auction sales were held, a large area having been disposed of the previous year, but a few small parcels were disposed of, comprising in all 621·80 acres, for $14,994, or an average price of $24.11 per acre.

In addition to the above, 48·61 acres were sold to railway companies for right-of-way, &c.

The total area sold in the three provinces during the fiscal year was 487,635·77 acres, for $6,801,980.76.

GRAZING PERMITS.

There were 1,256 grazing permits issued during the year, in addition to which there are still 507 grazing leases in force.

The total revenue from grazing was $24,270.63.

COAL LEASES.

During the fiscal year 26 coal leases were issued, there being now 68 leases of this kind in force.

The revenue from this source was $20,255.80.

HAY PERMITS.

The revenue from hay permits was $6,089.20.

Attached to the report of the chief of the School Lands Branch are three statements, lettered 'A,' 'B' and 'C,' showing, duly classified, the revenue from the school lands in the three provinces of Manitoba, Saskatchewan and Alberta, during the fiscal year.

From this it will be seen that the revenue from each province was as follows:—

Manitoba	$320,608 53
Saskatchewan	707,727 83
Alberta	582,077 11
Total	$1,610,413 47

Of this sum, $54,018.58 was collected through the agencies, and $1,556,394.89 at head office.

Under the provisions of the several orders in council in that behalf, the net revenue collected from the school lands in each province during the fiscal year, with the exception of the principal moneys of sale, was paid over to the government of each province, after deducting the cost of management.

Under this arrangement, cheques were issued to the provincial treasurer of each province as follows:—

Manitoba	$97,021 56
Saskatchewan	52,674 37
Alberta	131,306 67

In addition to the above amounts, the following sums were also paid to each province, as the interest on the school lands endowment fund for the fiscal year:—

Manitoba	$81,525 73
Saskatchewan	44,047 45
Alberta	34,749 52

Making the total payment during the fiscal year to each province on account of school lands as follows:—

Manitoba	$178,547 29
Saskatchewan	96,721 82
Alberta	166,056 19

Statements 'E,' 'F' and 'G,' attached to the report of the Chief of the School Lands Branch, show the balance standing to the credit of each of the school lands funds on April 1, 1911, to be as follows:—

Manitoba	$2,797,334 01
Saskatchewan	1,688,932 77
Alberta	1,292,014 92

The total expenditure on account of school lands for the three provinces during the fiscal year was $35,042.29, or a little less than 2¼ per cent of the total revenue of $1,610,413.47.

THE YUKON TERRITORY.

Individual mining in the Yukon territory is now confined principally to the more recent discoveries, while on those streams which have been operated for a number of years, dredging, hydraulicking, elevating and other forms of combined operation have to a large extent taken the place of the more primitive forms of mining.

An additional hydro-electric transmission plant has been installed on the north fork of the Klondike river, from which about 10,000 horse-power of energy has been developed. The furnishing of cheap power from this plant will have the effect of materially reducing the cost of production.

The gold production for the year shows an increase of over half a million dollars, and it would appear that with the completion of the additional water systems projected, and the generation of additional electric power the gold production of the territory will be correspondingly increased.

During the past year the Canadian Klondike Mining Company have installed on their property, situated on the Klondike river, what is reported to be the largest gold saving dredge now operating in the world. The bucket capacity of this dredge is sixteen cubic feet, and the digging ladder, with its endless chain of sixty-eight buckets, weighs 250 tons. The capacity of the dredge is approximately 15,000 cubic yards per day, which is almost three times as great as that of any other dredge in the territory. The great size and weight of many pieces of the machinery installed in this dredge required very special facilities for moving it inland, a distance of about 500 miles from tide-water, and is evidence of the great development which has taken place in the transportation facilities of the territory.

I have the honour to be, sir,
Your obedient servant,

W. W. CORY,
Deputy Minister of the Interior.

PART I.

DOMINION LANDS

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER.

Office of the Commissioner of Dominion Lands,
Ottawa, May 17, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I beg to submit my report for the twelve months ending March 31, 1911, on the Dominion Lands Branch of this department, together with the reports of the inspectors of Dominion Land Agencies, and of the agents of Dominion Lands for the several districts.

The following summary has been prepared of the work transacted in the Dominion Lands Branch during the period mentioned as compared with the corresponding twelve months of the previous year:—

	1910.	1911.
Number of files dealt with	202,100	227,610
Letters written	166,170	164,135
Triplicates	105,957	107,049
Total letters	272,127	271,184
Applications for patent:—		
Number examined	34,752	32,024
New applications	21,750	18,126
Applications accepted and notifications sent out	20,702	18,280

I have the honour to be, sir,

Your obedient servant,

J. W. GREENWAY,
Commissioner of Dominion Lands.

No. 2.

REPORT OF INSPECTOR OF DOMINION LAND AGENCIES.

(R. E. A. Leech.)

Office of the Inspector of Dominion Land Agencies,
Brandon, Manitoba, April 22, 1911.

J. W Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I beg to submit my annual report for the departmental year ending March 31, 1911.

Throughout the year there has been continued satisfactory growth in the settlement and development of the Canadian West.

In the southern portions of the prairie provinces the crop of 1910 was not up to the usual high standard of yield owing to the dry season. The crop, however, in central Saskatchewan and northern Manitoba was very satisfactory, and the high prices paid for wheat and flax particularly, have helped to realize a very satisfactory total on the year's operations.

During the past year two thousand more homesteads were taken in Manitoba and Saskatchewan than during the previous year, and the total land disposed of within the two provinces in homesteads, pre-emptions, purchased homesteads, and through the location of South African military bounty warrants, (which also requires the performance of settlement duties) amounts in all to approximately six and a quarter million acres.

So eagerly is land being sought after for homesteading that where homesteaders are in default in the performance of duties, cancellation proceedings are very promptly taken by people desiring to settle upon the land. In the past year there were twenty-five hundred cancellations in excess of the previous year.

The revenue received from entry fees, payments on purchased homesteads, pre-emptions, hay and timber permits, &c., during the past year, for the two provinces referred to, makes a total of $1,115,769.01, which is a substantial increase over any previous year.

NEW LAND AGENCIES.

Owing to the very great rush of settlement into the south-western portion of Saskatchewan, it was deemed advisable to establish a new land agency, and accordingly an office was opened at Swift Current, April 4, 1910, with Mr. E. B. R. Pragnell as agent, and Mr. R. R. Reid, of the Moosejaw land office staff, as senior assistant. A staff of twelve was appointed to this office and two homestead inspectors for the district, and the office has been a very busy one since date of opening.

NEW SUB-LAND OFFICES.

During the year eight new sub-land offices have been opened as follows:—Ardal in Manitoba, and in Saskatchewan, Gravelbourg, Ogema, Unity, Kindersley, Kerrobert, Biggar and Wadena.

The sub-land office at Swift Current was closed when the agency was established at that point. In addition the following sub-offices have been closed: Moosomin, Wapella, Redvers, Indian Head, Dubuc and Grenfell. At the present time there are thirty-seven sub-land offices in Manitoba and Saskatchewan.

INSPECTION OF OFFICES.

During the year I frequently visited all the land offices, keeping very close supervision of all the work being done. I also made a careful audit of the books and records, and my reports of same have been forwarded to you from time to time.

My assistant, Mr. R. G. Evans, has also checked the work and records of the sub-land offices regularly, and his reports have been forwarded.

SPECIAL INVESTIGATIONS.

I have been asked to make many investigations in difficult and intricate cases in connection with homestead matters. During the past year I made fifty-six of those investigations, and held public court investigations in twenty of those cases, as provided by the Dominion Lands Act, paragraph (*g*) of section seventy-six.

My assistant has also made thirty-one investigations.

GOVERNMENT PARKS.

The duties assigned to me include the inspection of all Dominion Government parks, namely, the Rocky Mountains, the Yoho, the Glacier, the Emerald, the Elk and the Buffalo parks. This work has been attended to during the past year.

HOMESTEAD INSPECTORS' OUTFITS.

I personally attended to the purchasing of new equipment of Homestead Inspectors' outfits, such as horses, buggies, harness, &c.

In addition to my office work, which is very considerable, a great amount of travelling is entailed. For the past year I have travelled by rail 46,515 miles, and by wagon 1,280 miles. My assistant travelled by rail 34,463 miles, and by wagon 1,145.

I regret having to report the death of two members of the Saskatoon lands office staff, Mr. Michael Curtin, May 16, 1910, and Mr. Frank E. Goodwin, February 28, 1911.

I beg to submit herewith statements of work performed, with comparative figures for the two preceding years:—

'A' Dominion Lands Offices.
'B' Dominion Lands Sub-Offices.
'C' Homestead Inspectors.

I have the honour to be, sir,

Your obedient servant,

R. E. A. LEECH,

Inspector Dominion Land Agencies.

A.—Dominion Land Agencies, Manitoba and Saskatchewan, principal

Agencies.	Homestead Entries granted.	Land Sales.			S. A. Scrip.	Applications for Patent received.	Land Entries cancelled.
		Ordinary.	Pre-emptions.	Purchased Homesteads.			
Battleford.......... ...	2,216	56	310	112	121	1,073	881
Brandon..................	76	23	....	... .	....	104	51
Dauphin................	1,012	25	....	....	3	276	512
Estevan	1,039	25	632	57	27	577	611
Humboldt..............	1,739	43	. ... .	... .	47	2.011	656
Moosejaw........	5,303	32	3,374	264	245	1,349	3,886
Prince Albert	1,862	51	4	9	39	709	532
Regina.....	434	45	19	10	4	1,034	241
Saskatoon......	4,177	42	1,202	578	175	2,099	2,816
Swift Current......... ...	5,564	81	3,308	214	362	1,053	3,405
Winnipeg..........	1,997	135	....	....	4	357	745
Yorkton	1,315	71	....	....	12	1,722	533
Totals..............	26,734	629	8,849	1,244	1,039	12,344	14,869
Compared with 1909-10.	24,252	596½	9,550	897	1,120	14,257	12,310
Compared with 1908-09.	24,935	816	9,557	619	... .	13,518	9,516

transactions for the Departmental year ending March 31, 1911.

Timber Permits issued.	Hay Permits issued.	Letters.		Revenue.	No. of Staff.	Expenditure.	
		Received.	Sent.			Salaries.	Disbursements
				$ cts.		$ cts.	$ cts.
335	199	21,754	24,355	72,235 14	9	8,321 52	1,684 01
63	156	7,126	6,128	9,378 34	4	4,099 92	152 22
1,377	234	18,304	13.278	27,567 20	6	5,099 96	856 60
81	163	12,964	14,359	62,726 02	5	4,959 80	680 41
155	309	20,739	26,608	31,150 19	8	6,420 61	1,007 86
1,984	586	56,644	48,442	209,002 51	21	19,149 71	3,012 72
1,314	289	26,955	24,582	80,169 78	9	8,862 94	939 52
70	278	15,723	13,361	28,219 03	6	6,296 22	492 62
79	324	47,655	60,798	214,334 22	16	13,393 48	4,229 76
978	386	38,557	39,932	207,803 04	13	11,028 42	2,772 34
1,439	563	18,218	20,616	138,261 77	16	17,206 98	1,239 54
410	248	23,154	24,745	34,921 77	7	7,297 28	480 33
8,286	3,735	307,793	317,204	1,115,769 01	120	112,136 84	17,547 93
6,578	3,327	297,865	333,563	959,875 70	106	100,258 66	18,574 68
7,168	1,684	278,004	263,244	757,767 50	92	81,998 11	17,731 41

R. E. A. LEECH,

Inspector of Dominion Land Agencies.

B.—DOMINION Land Sub-Agencies. Manitoba and Saskatchewan, work performed during the Departmental year ending March 31, 1911.

Name.	Place.	Applications for Homestead, Purchased Homestead and Pre-emption.	Applications for Patent.	Applications for Inspection taken.	Applications for Timber permit taken.	Applications for Hay permit taken.	Amount remitted to Land office.	Expenditure.		Remarks.
								Salary.	Postage and Commission.	
							$ cts.	$ cts.	$ cts.	
Barschel, J. F. P.	Canora, Sask.	510	419	185	59	26	6,670 25	319 20	44 09	Resigned March 10, 1911.
Hiron, J. H.		34	17	12	5	1	447 00	42 58	4 51	Began March 11, 1911.
Bobier, J. S.	Dubuc, Sask.	12	11	5	.....	2	170 92	175 00	3 01	Office closed Nov. 1, 1910.
Boggs, N. G.	Lanigan, Sask	198	449	149	....	32	2,230 00	420 00	28 48	
Butcher, H.	Westmoor, Sask.	131	241	97	7	21	1,878 50	480 00	25 51	
Calwell, J. W.	Sprague, Man.	39	...	......	1	....	480 25	25 00	....	Paid by Commission formerly.
Carpenter, C. A.	Wadena, Sask.	229	258	81	..	8	3,215 00	323 33	27 43	Began June 9th, 1910.
Cook, C. C.	Arcola, Sask.	28	30	14	2	5	377 60	300 00	6 14	
DeCeuninck, A.	Makinak, Man.	276	36	121	105	25	3,187 83	300 00	23 25	
Denevon, R.	Wynyard, Sask.,	178	190	57	1	13	1,988 80	300 00	35 77	
Dorais, A.	Gravelbourg, Sask.	76	22	54	54	20	1,880 60	175 00	8 03	Began Sept. 1, 1910.
Dubois, M. J.	Duch Lake, Sask.	151	91	33	49	51	2,263 10	480 00	20 03	
English, J. J	Maple Creek, Sask	152	25	28	......	15	2,334 00	850 00	15 33	
Ferguson, Jas.	Gull Lake, Sask.	1070	227	422	371	188	14,566 93	600 00	79 44	
Green, R. L.	Ogema, Sask	26	15	40	2	2	220 25	100 00	1 24	Began Nov. 1, 1910. March report outstanding.
Hall, J. K.	Unity, Sask.	58	40	...	....	20	1,610 35	112 50	7 19	Began Nov. 15, 1910.
Harley, Hugh	Swan River, Man.	84	17	21	118	15	2,043 70	300 00	17 58	
Hutcheson, J. C.	Kindersley, Sask.	525	137	351	.....	22	17,466 00	400 00	77 51	
Holland, W. H.	Lloydminster, Sask.	196	132	42	45	16	2,395 95	600 00	27 08	
Lapointe, P.	Willow Bunch, Sask.	492	173	203	605	61	12,882 85	660 00	45 10	
Maher, H	N. Battleford, Sask.	353	330	95	73	79	5,249 20	510 00	33 40	
Metheral, P. E.	Weyburn, Sask.	892	300	306	.....	51	14,828 15	900 00	72 48	
McGregor, D. S.	Rosthern, Sask.	254	168	85	41	22	3,138 86	600 00	22 01	
McKenzie, W. L.	Quill Lake, Sask.	63	60	34	1	11	665 25	80 50	11 43	Closed June 9, 1910
Murdoch, J. D.	Zealandia, Sask.	642	369	309	......	44	28,377 80	850 00	137 75	
Newth, R	Lipton, Sask.	67	176	85	11	20	1,214 75	480 00	23 22	
Oxley, R, W.	Hanley, Sask.	78	79	65	.....	...	3,209 50	250 00	16 63	Resigned Sept 1, 1910.
Hazel, F.	Hanley, Sask.	54	58	47	.....	.....	1,965 00	300 00	11 77	Began Oct. 1, 1910.
Palmerston, P.	Piney, Man.	58	7	8	68	12	112 39	230 00	....	Resigned Jan. 31, 1911.
Anderson, S.	Piney, Man.	4	......	......	1	...	40 25	12 50	....	Began March 15, 1911.

B.—Dominion Land Sub-Agencies, Manitoba and Saskatchewan, work performed during the Departmental year ending March 31, 1911—*Continued.*

Name.	Place.	Applications for Homestead, Purchased Homestead and Pre-emption.	Applications for Patent.	Applications for inspection.	Applications for Timber permits.	Applications for Hay permits.	Amounts remitted to Land Office.	Expenditure.	
								Salary.	Postage and Commission.	Remarks.
							$ cts.	$ cts.	$ cts.	
Paul, S. B.	Moosomin, Sask.	13	10	6	....	....	131 40	175 00	3 98	Office closed Nov. 1, 1910.
Roberts, A.	Wapella, Sask	8	11	8	....	....	90 67	175 00	1 87	Office closed Nov. 1, 1910.
Robertson, A. J.	Davidson, Sask.	207	230	125	....	22	4,010 00	480 00	34 26	
Ross, J. C	Wilkie, Sask	305	130	114	4	16	7,468 40	68 75	34 73	Resigned June 22, 1910.
McKim, W. B		112	45	59	4	20	2,265 50	35 25	12 44	Resigned Aug. 4, 1910.
Gunn, J. J.		231	224	111	6	17	9,773 90	321 00	45 95	Began Aug. 5, 1910.
Schionnemann, E.	Kerrobert, Sask.	24	26	22	8	1	837 90	37 00	1 33	Began Feb. 28, 1911.
Schrader, E. G	Macklin, Sask	708	124	199	3	81	10,639 10	300 00	81 58	Began Oct. 4, 1910.
Schunke, A. W.	Nokomis, Sask	39	26	18	....	1	395 00	50 00	3 20	Resigned June 1, 1910.
Arthur, F. G.		154	293	83	....	9	1,891 60	250 00	16 00	Began June 1, 1910.
Sigurdson, S.	Arborg, Man.	37	15	23	10	....	394 00	125 00	30	Began Oct. 1, 1910, March outstanding.
Squirrel, F. G.	Biggar, Sask.	205	84	88	....	17	2,531 64	233 50	24 66	Began June, 1910.
Stephens, A. M.	Redvers, Sask.	....	26	2	....	....	....	360 00	2 91	Office closed Dec. 31, 1910.
Taylor, R. B.	Grenfell, Sask.	1	12	....	1	....	12 50	175 00	1 97	Office closed Nov. 1, 1910.
Wachna, Theo.	Stuartburn, Man	20	17	13	63	1	323 99	300 00	2 62	
White, F. R.	Sheho, Sask	178	158	106	14	33	2,212 70	300 00	24 02	
Wiebe, J. F.	Herbert, Sask	952	144	397	240	119	15,390 05	900 00	66 25	
Wild, A. E.	Melfort, Sask.	449	224	104	159	57	4,968 10	600 00	47 66	
Wilson, H. G. W.	Indian Head, Sask	7	9	4	....	3	89 50	175 00	207 00	Office closed Nov. 1, 1910.
		10650	5965	4331	2121	1212	201,137 00	16,237 11	1,438 14	
Compared with year 1909-10		11039	6914	3714	2086	1138	169,319 02	15,071 16	1,156 34	
Compared with year 1908-09		12772	6103	3365	1862	988	195,065 52	13,428 62	1,153 02	

R. E. A. LEECH,
Inspector Dominion Land Agencies.

C.—STATEMENT showing principal work performed by Homestead Inspectors, Manitoba and Saskatchewan for Departmental Year ending March 31, 1911.

Name.	Headquarters.	Land Inspections made.	Applications for Patent made.	Miles travelled by Wagon.	Miles travelled by Rail.	Travelling and living Expenses for Self and Team.	Expenses for new and old travelling Equipment.	Remarks.
						$ cts.	$ cts.	
Axford, Fred.	Winnipeg	164	25	3,002	2,443	822 50	160 35	Sr. assistant Wpg., Dec. 15, 1910.
Brooke, A. W	Moosejaw	25	9	376	542	81 80	....	Transferred Med. Hat, May 1, 1910.
Buchanan, D	Basswood.	181	131	1,548	2,042	802 95	27 25	
Budgeon, M. B.	Prince Albert	264	7	6,516	4,624	1,102 59	22 30	
Clouston, Geo. H.	Battleford	178	31	2,746	1,307	610 05	18 05	
Coulter, R. J.	"	233	51	2,253	447	341 68	32 10	Resigned Oct., 1910.
Darroch, E. J	Swan River.	115	34	2,695	2,180	704 92	6 90	
Dodds, J. T	Swift Current	418	70	4,773	1,851	788 81	44 10	
Duggan, L	Humboldt	122	....	1,642	4,600	881 60	5 00	
Gibson, J. S	Brandon	290	36	2,082	6,033	684 73	18 75	
Goodcrich, J. S	Radisson	201	231	4,676	3,000	898 50	16 85	
Jonasson, P. C.	Winnipeg	157	28	2,284	1,904	1,044 10	73 45	
Kennedy, F	Regina	179	81	3,023	6,820	1,103 81	126 65	
Lagimodière, Wm.	Winnipeg.	175	28	2,945	2,056	1,175 05	239 40	
Milburn, Wm.	Swift Current	240	159	5,183	532	1,261 50	664 40	
Moffat, Jas.	Marcelin	219	142	7,023	1,952	1,467 17	94 55	
McCarthy, D. J	Lloydminster	308	75	5,017	2,961	893 70	22 50	One month seed grain.
McGregor, R. E	Gilbert Plains	62	55	1,795	1,577	751 23	35 43	
McLeod, A	Yorkton	172	193	3,541	1,526	735 80	38 05	
McLeod, D.	"	372	256	5,619	1,067	876 17	29 25	
Nichol, Wm. F.	Estevan	102	41	2,832	695	561 66	25 40	" "
Nurse, A.	Lanigan	222	7	3,863	2,801	824 33	23 80	
Oliver, Ed	Moosejaw	198	30	2,320	999	406 61	12 50	Leave from Nov. 1, 1910.
Ostrosky, M	Winnipeg.	200	23	3,086	19,181	1,540 86	....	
Pentland, R. P.	Hanley	155	75	3,835	630	763 99	71 80	
Porteous, L. C.	Weyburn	141	40	2,776	3,470	749 43	18 25	
Skene, A.	Grand Coulee	211	246	3,574	4,925	758 43	28 85	
Smith, G. J	Battleford	43	19	830	736	299 00	36 90	Began Oct. 29, 1910.
Sutton, C.	Fertile Valley	586	185	6,745	1,114	1,341 53	229 00	
Vollmer, F. J.	Moosejaw	259	142	3,499	838	701 35	53 70	
Yake, J. I.	"	209	224	2,391	2,577	1,313 00	608 55	Began June 17, 1910.
Morrison, D	Winnipeg.	61	14	1,000	807	153 35	7 25	Began Feb. 1, 1911.
Totals		6,462	2,688	108,490	88,137	26,445 20	2,791 33	
Comparative statement, 1909-1910		6,516	3,396	114,660	61,251	24,884 98	2,094 15	
" " 1908-1909		6,315	4,911	84,345	67,205	20,827 20	1,758 25	

R. E. A. LEECH, *Inspector of Dominion Land Agencies.*

No. 3.

REPORT OF INSPECTOR OF DOMINION LAND AGENCIES.

(J. W. Martin.)

J. W. Greenway, Esq.,
Commisisoner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit my annual report for the fiscal year ending March 31, 1911.

The past year, in our branch, has been one of prosperity in that a very large number of homestead entries were granted and the general revenue of the different offices has increased tremendously. As each of the agents of Dominion Lands will be submitting separate reports to you covering the various agencies, there is no necessity for my entering into details and repeating figures which they will submit. For the purpose of comparison, I am submitting below a statement of the revenues and expenses for 1911, as compared with the previous year, in which statement you will notice that there has been an increase in the volume of revenue of $340,870.64 and an increase in expenses of $16,253.60, which increase is small, in proportion, compared with the increased revenue.

COMPARATIVE STATEMENT.

Agency.	Revenue.		Expenses.	
	1911.	1910.	1911.	1910.
	$ cts.	$ cts.	$ cts.	$ cts.
Lethbridge	148,503 37	242,994 99	9,006 48	11,090 44
Medicine Hat	155,633 70	....	11,748 66	....
Calgary	285,273 29	247,354 31	21,555 62	17,168 54
Red Deer	80,515 50	59,919 64	8,012 79	7,172 68
Edmonton	320,733 97	120,378 86	22,212 88	22,638 03
Peace River	4,316 69	928 05	4,448 63	3,513 95
Kamloops	41,089 35	25,432 86	4,519 62	3,559 75
New Westminster	6,942 13	5,128 65	2,510 90	2,618 59
Totals	1,043,008 00	702,137 36	84,015 58	67,761 98
Totals 1910	702,137 36	....	67,761 98	....
Increase	340,870 64	....	16,253 60	....

These expenses are for the cost of operating different land offices, and do not indicate that the staffs of the different offices have been increased, as this is not the case, but is partly due to the opening of one new office, as well as granting increases in salaries to the officials already employed. These increases were warranted in every way, as all of the officials attached to the different offices have worked very hard indeed during the past year in order to have the business of the department carried on successfully.

By referring to the above statement you will notice that all of the offices, with the exception of Lethbridge, have increased their business, and the reason that the Lethbridge office revenue for 1911 is smaller than in 1910, is that a large portion of land within the Lethbridge agency during 1910 was placed in the Medicine Hat district at the time of the opening of the office at the latter point. This office was opened as a matter of convenience to the public, and it has since been demonstrated that a land agency was badly needed at Medicine Hat.

At the present time it looks as though it will be necessary to open a land agency at, or in the vicinity of, Grande Prairie, in Northwestern Alberta. At the present time the land in that territory is handled through the Peace River agency, situated at Grouard, Alberta. This agency is a long distance from Grande Prairie where the bulk of the northern settlement is going on, and I think it would be a great convenience to intending settlers, and settlers who are already in that locality, if an office was opened at Grande Prairie. Until now people going into that country were compelled to go via Lesser Slave Lake and Grouard, and in that way the office at Grouard was a great convenience to the travelling public, but from now on people going into that country will go via Edison, which is west of Edmonton, and from which point the provincial government has built a wagon road into the Grande Prairie country, cutting down the distance by between two or three hundred miles, so that should people going in be compelled to transact their business through the Peace River Agency it would be, to my mind, quite an inconvenience to them, and on account of the limited mail service in the north a sub-agency at Grande Prairie would hardly meet the requirements.

All of the agencies and sub-agencies in Alberta and British Columbia have been inspected regularly by myself and my assistant, Mr. J. A. Bannerman. A few changes have been made in staffs at New Westminster and Kamloops agencies. Mr. W. C. Cowell, formerly senior assistant at Red Deer, was appointed agent at the latter place and at New Westminster Mr. W. D. Magee has been made acting agent of Dominion lands on account of the continued ill health of Mr. John MacKenzie, who has been agent there for a great number of years.

While it is not expected that any immense rushes will take place during the coming year at any particular agency, it is expected that the business for 1911 and 1912 will be heavier than ever, and it may be necessary during the coming season to open some sub-agencies at convenient points. No sub-agencies during the past year were closed and a few were opened as a convenience to the public in transacting their business with the department.

You will notice from the above statement that the business in the British Columbia offices has increased, although the new regulations affecting the railway belt have not yet come into force. When they do it is expected that the business will increase immensely at both the New Westminster and Kamloops agencies.

A few changes have taken place in the Homestead Inspection service during the past year. Mr. W. D. Magee, who was formerly a Homestead Inspector in the Red Deer district, and who for some time past was acting in the capacity of special homestead inspector in the railway belt, has been made acting agent of Dominion Lands at New Westminster, and Homestead Inspector Chas. Grayson, of the Calgary district, has been made Inspector of Ranches, while Homestead Inspector Shandro, of the Edmonton district, resigned. These gentlemen's places have been filled by Messrs. Whiteside, Baptie and Green, while Mr. Joshua Fletcher has been appointed a homestead inspector for the Grande Prairie district, under the instructions of the agent of Dominion Lands at Grouard.

The homestead inspection work is increasing very rapidly, and I am of the opinion that in the very near future we will require more inspectors. As you are aware, a number of homestead inspectors were, for six or eight weeks recently, employed on the distribution of seed grain, which, naturally, affected their regular duties, and this absence from their regular work allowed it to go behind to a certain extent, which makes it more difficult than ever to handle.

During the past winter there has been plenty of work for all settlers who desired to earn money, as large extensions have been made by the railways in the west and on telephone and irrigation construction, as well as plenty of development in the lumber camps.

Last fall a large area throughout the province was sown with fall wheat, and on account of the heavy snows of the winter and the good rains this spring, this class of grain is in splendid condition, and reports of the general conditions are excellent, and prospects for a bumper crop are good, and the country at the present time has a general air of prosperity.

Your obedient servant,

J. W. MARTIN,
Inspector.

No. 4.

REPORT OF THE AGENT AT BATTLEFORD.

Dominion Lands and Crown Timber Office,

Battleford, Saskatchewan, April 3, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit for your consideration the annual report for the fiscal year ending March 31, 1911.

The past year has been an exceedingly busy one, on account of the number of immigrants settling in this district. These immigrants are principally from Great Britain and the northern states, and are mostly from agricultural districts in the respective countries they have come from; and being thoroughly acquainted with agriculture, they have proven themselves to be of the very best class of settler obtainable. They have settled principally in the territory north of the North Saskatchewan river on the new line of railway from North Battleford in a northwesterly direction, which line it is proposed to extend to Athabaska Landing.

During the past season there have been fifty new townships subdivided and opened for entry. This land is of a class very suitable for mixed farming, and a great many homesteaders have availed themselves of the privilege of securing entries in this new territory, and several have purchased and located South African scrip in the immediate vicinity of their homesteads. This district is some eighty to ninety miles from this office, and it will only be a short time when, in my opinion, it would be advisable to open a sub-office in this locality. During the past year two new sub-offices have been opened, one at Biggar and the other at Unity. These offices have proven a great boon to the settlers locating in these respective districts. The sub-offices now open in connection with this agency are as follows:—

Lloydminster,
North Battleford,
Wilkie,
Macklin,
Biggar,
Unity.

The crops during the past season were very good indeed, and yields greater than the average in many instances have been reported. The quality of the grain was likewise very good, most of the wheat grading No. 2 Northern, with a very fair proportion grading No. 1 Northern. The oat crop was good and the sample was excellent, Messrs. J. C. Hill & Son of Lloydminster, securing the world's prize for oats, which oats were grown in the Battleford district.

The past winter was very severe, the month of January being the coldest experienced for several years; the thermometer on several occasions dropping to 50 degrees below zero. This severe weather caused some inconvenience to the stockmen in the district, and extra care had to be taken with the cattle during this time, but the percentage of losses was very small, and as the spring has now nicely opened up, the snow having been gone for the past two weeks, the stock are now in good shape, and stockmen report that all possible danger from losses is now past.

The district has been well supplied with fuel, there being a great quantity of timber in the northern country, and settlers have secured permits to acquire this timber for domestic use. A large quantity of coal has been shipped in from the Edmonton mines, which has supplied the southern part of the district, which is not so suitably situated for wood as the northern part, and while at times during the winter the coal supply was somewhat limited, on account of the railway companies being unable to deliver the coal through the snow blockades, yet at no time was the local stock completely exhausted, and all the settlers were able to secure whatever fuel was necessary.

There have been no cases of destitution reported for the district, and only in one or two individual instances has an application for an advance of seed grain been asked for, and in each of these cases it has been through the losses of property by fire, which has compelled the settler to ask for the assistance. These applications were forwarded to the Commissioner of Immigration at Winnipeg for his information.

The payments on seed grain and provision issues previously made, have been very large during the past year, and in several cases these liens have been paid by the settler before maturity. These advances as made by the government have been very beneficial to the settler, and have been the means of giving them independent assistance whereby they may perform their farming operations to success.

The Grand Trunk Pacific railway last season started the construction of their line from Oban to Battleford, and about sixty per cent of construction was completed at the time of the freeze up. The contractors are now resuming their work, and it is expected that within about four months this line of railway will be in operation to this town. This road comes through a territory which is very suitable for mixed farming, and immigrants are, at the present time, selecting this territory wherein to locate.

Nothing in the shape of construction was done last year on the North Battleford-Athabaska branch of the Canadian Northern railway, and it is expected that the part already graded will have the steel laid on at a very early date, and several miles more grading will be done this season. It is very important that this line of railway be completed as soon as possible, as it comes through a territory wherein there are hundreds of settlers located, and as these settlers have been there some two or three years, they will, this season, need transportation facilities whereby they can handle their produce instead of having to haul it to their present market.

The Grand Trunk Pacific have secured a charter, and promise immediate construction of a line from Battleford to Wainwright. This line will go through the Cutknife and Manitou Lake countries. These districts are of the finest wheat land in western Canada, and have been fully settled for several years past. The settlers of this district are finding great inconvenience in hauling their produce to the main line of the Canadian Northern, some of them having to haul 40 or 50 miles, but in the event of the Grand Trunk building this line they will have a railroad in the immediate vicinity of their farms.

It was deemed advisable last year to put a special inspection of homesteads on the lines of railway already in operation through the district, and instructions were issued to the respective inspectors calling for the total of 441 reports in connection with this work. These reports were all received from the inspectors, and in several instances, quarters were thrown open. This entailed some extra work, but did not seriously affect the general inspection work.

A timber inspector has been appointed and has taken charge of all the timber work. This work was formerly done by the homestead inspectors, but the appointment has proved very beneficial and the work is now done in a more satisfactory manner.

The general work of the office is in good shape, and I wish here to make special mention of the efficiency of the staff in performing their respective duties.

There are yet 14,417 quarter sections available for entry in this district, all of which are very suitable for mixed farming purposes.

Appended is a statement of work performed during the past fiscal year.

SUMMARY.

2,216	Homestead entries		$ 22,100 00
310	Pre-emption entries		3,080 00
112	Purchased homestead entries		1,110 00
303	Int. on pre-emptions		4,334 77
148	Payments and int. on purchased homesteads		23,960 15
152	Payments for improvements		8,929 75
82	Townsite and land sales		5,070 93
46	Payments on seed grain and provision liens		1,893 14
396	Search and assessment fees		132 96
2	Cash scrip		114 29
325	Timber permits		247 16
1	Timber seizure		19 50
188	Hay permits (Dominion lands) 6,999 tons		543 75
129	Hay permits (School lands)		352 40
1	Grazing permit (Dominion lands)		10 51
29	Grazing permits (School lands)		340 12
	Sundries		10 00
121	South African scrip	13,041 acres.	
4	Half breed scrip	400 "	
433	Applications for cancellation received		
372	Cancelled on application		
192	Proceedings abandoned and outstanding		
288	Proxy entries made		
116	Proxy entries cancelled		
503	Entries otherwise cancelled		
1,073	Applications for patent recommended		
1,071	Homestead Inspector's Reports asked for		
889	Homestead Inspector's Reports received		
21,754	Letters received		
24,355	Letters written		
			$ 72,249 43

Your obedient servant,

W. R. RIDINGTON,

Agent of Dominion Lands.

No. 5.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BRANDON, MANITOBA, April 10, 1911.

J. W. GREENWAY, Esq.,
Commisisoner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the year ending March 31, 1911.

Last season the crops in this district were not up to the average, owing to want of rain; the prices, however, were high, counterbalancing the shortage.

The heavy snows of last winter have improved the condition of the ground and the present prospect is good. Seeding has commenced on the high lands and will be general by the middle of the week. The acreage to be put in crop is larger than last year; the farmers are continuing to put in different grains and roots, instead of exclusive wheat raising. Greater attention is being paid to stock raising yearly; the farmers of Manitoba import the best breeds of horses, cattle, sheep and swine.

The demand for land keeps steadily increasing and prices are good, purchasers coming from all parts. The lands available for homesteading in this agency consist of a few scattered quarter sections, which will eventually be taken by the sons of farmers in their vicinity. The cancellations grow less, as homesteaders securing land of any value make every effort to fulfil their duties, thus showing the importance they attach to farming operations. The country keeps improving rapidly; everywhere can be seen large, comfortable farm houses surrounded on one or more sides with small groves of trees, large well built barns, granaries, &c.

Immigration has commenced and the people are going by the thousands into the western parts—Saskatchewan, Alberta and the Peace River country chiefly. The demand for pamphlets, maps and the homestead regulations has not decreased; these have been mailed to all parts of the United States, showing this country is regarded as the home of the rising generation. The class of settler is much better than those who came in the past years, and they bring enough capital to get a fair start, adding to the prosperity of the country. The demand for labour still increases; farmers have difficulty in obtaining help outside and indoors. Wages are very high, men and women getting almost anything they ask.

The following is a statement of the work performed during the past year:—

Homestead entries granted	76
Timber permits issued	115
Hay permits issued	102
Entries cancelled	72
Applications for patents	104
Letters received	7,026
Letters written	6,126

I am, sir,
Your obedient servant,
L. J. CLEMENT,
Agent of Dominion Lands.

No. 6.

REPORT OF THE AGENT AT CALGARY.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Calgary, Alberta, May 8, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit herewith my annual report of the work of this office for the fiscal year ended March 31, 1911.

The lands disposed of as free grants, including South African and half-breed scrip, make a total of 9,602 entries and represent approximately 1,595,360 acres.

While there was a slight decrease, compared with the previous year, in the number of homesteads and pre-emptions granted, the total revenue received on account of Dominion lands amounted to $209,193.43, an increase of $24,495.35 over the previous year. This does not include various other payments made direct to head office on account of lands.

The business for the timber and mines and school lands branches of this district forms a heavy and important part of the work of this office. A detailed report of these branches has already been prepared and sent to head office. It is interesting, however, to note that the total revenue received here in this connection amounted to $74,974.40, representing an increase over the previous year of $13,930.10.

The present year gives promise of being exceptionally prosperous, not only from the agricultural standpoint, but in all lines of activity. Labour has been in good demand and wages high. Last season, Southern Alberta was somewhat dry, but nevertheless the crop was a very fair one. The autumn rains, together with a heavy snowfall during the winter, have left an abundance of moisture in the land, and as a result fall wheat is in excellent condition. Already spring wheat in some places is an inch above the ground.

The price of beef has continued to show an upward trend, and prices of all other produce have been in a similar direction.

The immigration movement has already this spring attained large proportions, and the general results of this movement are no better illustrated than in the growth of the city of Calgary, whose population is now conservatively estimated at 55,000. The building of the new Canadian Northern railway line from Saskatoon to Calgary has directed attention to and stimulated settlement in the large and fertile country extending from the Red Deer river to the interprovincial boundary line, and, although settlement has gone on rapidly, a glance at the map shows that considerable land is still left there, and offers good inducement to those who desire to engage in mixed farming.

The following is a statement showing in detail the transactions of the Dominion Lands Branch of this office for the year:—

	No.	Revenue.
Homestead entries	5,451	$54,490.00
Pre-emption entries	3,573	35,670.00
Purchased homestead entries	151	1,460.00
Improvements	170	11,104.12
Land sales, cash	65	19,907.52
" scrip	..	240.00
Pre-emption payments	1,999	51,852.56
Purchased homestead payments	308	34,342.72
Searches, map sales, office fees	503	126.51
Applications for patents received	818	
Applications for inspections received	1,734	
Entries cancelled	4,022	
S. A. scrip	369	
Half-breed scrip	58	
		$209,193.43

Your obedient servant,

J. R. SUTHERLAND,

Agent of Dominion Lands.

No. 7.

REPORT OF THE AGENT AT DAUPHIN.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Dauphin, Manitoba, March 31, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit my report for the Dauphin district for the year ending this day.

Taken as a whole the past year has been a favourable one to the district, plenty of moisture produced heavy crops, excepting in the more southerly parts, and where light land obtained, and samples were fair, though on summer fallow lands the growth was too rank, and in many instances in the northern parts such crops lodged and failed to fill, producing shrunken samples of wheat. A conservative estimate, based on Canadian Northern railway returns, shows that 2,506,000 bushels of grain were shipped over the lines of the Canadian Northern Railway Company from the district, to which may be added such as was carried over the lines of the Canadian Pacific Railway Company, which operates in the southern parts. Good prices were paid and farmers generally, were well satisfied.

Hay was secured all through the north in large quantities, and a great part of this was shipped out in the early part of the winter, many buyers having come in from the south and secured at good prices, such as could be spared.

In spite of the severe weather during parts of December and practically all of January, stock wintered well, and there is still plenty of feed to carry them over until spring.

Wheat growing is being discontinued to a considerable degree in several parts where past experience has shown that oats and barley can be produced at better advantage, and in such sections more stock is being carried from year to year, with marked benefit and safer results. I hope to see this line greatly extended in the near future, as without question this district is more adapted to mixed farming than exclusive grain.

A considerable number of well bred cattle, horses and hogs have been imported, and the improvement is marked during the past few years in all varieties of stock.

More attention is being paid to hogs, which reached record prices last fall, and the demand far exceeded the supply. This should be remedied without delay, as the district each year has large quantities of rough grain that would pay far better if fed at home; this I am glad to see the settlers are opening their eyes to.

A considerable mileage of railway was put in operation, notably the Hallboro line from south of Neepawa to the province line in township 15, and also an extension of the Thunder Hill branch to Pelly. These, operated by the Canadian Northern Railway Company, have served sections which heretofore were rather remote from markets.

Improved train services have been placed on all lines, and the schedule maintained, except during the severe storms of December and January; even then no blockade occurred in the Dauphin or Swan River sections, which are so well sheltered, the open plains country only having suffered in this way.

The Hudson Bay line as far as The Pas has been operated regularly, and large quantities of fish were brought out over it, the winter operations being favourable for the numerous fishermen operating on the many lakes, and the catch being about equal to last year's, though more men were engaged, while the sample of whitefish is improving. Prices have not been quite as good as in some former years, still, sufficient to warrant good wages. Some 179 cars of all varieties were shipped out of the district.

Lumbering operations have been prosecuted with vigour, some forty portable mills having operated in the district, the returns from which have not as yet come in, but I subjoin a schedule showing the several quantities of timber for which permits have been issued in the district, showing class and location of cutting, under headings of the several reserves, Dominion and school lands. It is safe to estimate that a very large proportion of this, if not all, will be taken out. I also give figures as to timber seizures which have been made, classified under the same headings.

As to the larger operators, holders of regular timber berths, I give the following is an estimate of their cut, which will, I believe, be found fairly correct: 30,000,000 feet B.M.

The severe weather, coupled with heavy snowfall, somewhat curtailed the cut, and with higher prices for labour added to expense of taking out, but as an offset, increased prices for finished product will sustain the profits of manufacturers.

As timber is rapidly disappearing, I would again suggest that more stringent measures for its protection be enforced, and that in cases where dealers are found trespassing on the reserves wilfully, the trespass-cut timber should be confiscated, and sold at public auction, without any reference to claims set forth by the trespasser, the proceeds being applied to the preservation of the remaining stand. As I pointed out in my last and other reports, the imposition of double dues does not in any way act as a deterrent to operators who wish to transgress the regulations, more especially now when regulations will not permit any speculator to secure a berth in the reserves, where practically the whole of the available supply of timber in this district is, and $6 per M. can well be paid, and a handsome profit remain; this has been exemplified in more than one large trespass during the year.

I would suggest that in cases of desires to secure timber for legitimate municipal and public works, the department extend to local agents the right to issue permits on departmental lands not in the reserves, on payment of such fee as may be decided on by the department, not to exceed a quantity to be fixed by head office, and subject to a report from the timber inspector in whose beat the cutting is to be done; this as it has been demonstrated that in many instances the several municipalities fail to make proper requisition in time to permit the agents to refer the question to Ottawa and secure permission for the issue of permits; though at the same time it would be advisable to place a limit on the quantity which any municipality could secure in any one year, which is the case where private parties are concerned, no such permits to be issued in a reserve. This might be enlarged to meet cases where churches and schools desire permits. I might also suggest that in cases of application to cut timber from school land, agents be given power to issue permits on receiving a report from a competent officer, such as a homestead inspector, forest ranger or timber inspector, that such cutting will not depreciate the value of the land; this, as in many instances it is found that where school lands are advantageously located, and on which timber can be cut and marketed with profit, it is stolen, and in this way the department is deprived of revenue, our officers not being able to closely patrol the large areas under their jurisdiction, all permits to be specially reported to the department, with a copy of the officer's report. This would, I think, save the public great delay, and at the same time fully safeguard the department, as no doubt local men know the conditions thoroughly.

The cutting of lines along the boundaries of the reserves so far as completed has been a marked benefit, and greatly assists the officers in controlling the cut, preventing the former heavy trespasses which were committed, and which the guilty parties, in many instances, claimed were done in ignorance of the location of reserves.

Fires have been well controlled, and none of serious consequence have occurred, such as did start having been successfully fought at an early stage.

Every possible method for the protection and growth of our rapidly disappearing timber should be met with the approval and assistance of the settler, as the Dauphin district now holds practically the whole visible timber supply for a large part of Manitoba, as well as for eastern Saskatchewan.

A steady improvement has been a feature of municipal work, better roads being established where opportunity offered, and permanent bridges erected on the main streams. There is, however, still much to be done in parts of the district along these lines, and this no doubt will be met as money comes in. Most parts of the district are now within easy access of markets.

I might suggest that in such districts where the homestead inspectors are not fully occupied with inspections, as is the case in this district, they again be employed in taking applications for patent, confining this work to instances where they are in the vicinity of persons who have signified their desire to apply; this, as in the more remote sections the expense of coming to the office with two witnesses is more than many of the settlers can well bear, and where an inspector is in a given district it would not entail any great expense on the department were he to advertise his coming and arrange to meet people at some central point, such as a post offices or stopping house. In the several trips which business has demanded me to make during the past year, I heard many complaints as to the cost of making applications, and I consider the plan suggested would be highly appreciated by the public.

Some changes have been made in the personnel of the staff, and the work has been carried on without the least friction, is well up, and has been so all through the year; all members have worked well.

A fire in an adjoining block caused considerable damage to the office building, but fortunately no loss was sustained other than to some stationery stored in a separate room, into which the fire ate. The files had to be removed across the street, but were placed in position again in time to resume business on the regular opening hour, and without any damage being done or documents lost or misplaced.

Business generally throughout the district has been good; tradesmen's wages have been somewhat higher; trade has improved, and in fact all classes have received many benefits during the year.

The health of the district has been good, though in some sections scarlet fever prevailed, resulting in a number of deaths; still, this could not be classed as epidemic, and is now, I understand, almost stamped out.

Your obedient servant,

F. K. HERCHMER,

Agent of Dominion Lands.

SCHEDULE of work performed in Dauphin office during the year ending March 31, 1911.

Class.	Number of Transactions.	Revenue.	
		$ cts.	$ cts.
Homestead Entries	1,012	10,060 00	
South African Warrants	3		
Improvement Payments	99	3,043 25	
Land Sales Cash	25	3,576 27	
Searches, Maps, &c.	450	129 55	
Applications for Patent Received	276		
" Cancellation Received	355		
Entries Cancelled	572		16,803 07
Timber and Grazing—			
Timber Permits	1,367	6,636 49	
Timber Seizures	53	1,634 57	
Hay Permits	117	301 80	8,572 86
Mining Lands and Yukon—			
Mining Fees	27	135 00	
Rental	22	842 00	
Assessment Payments	1	102 50	1,079 50
School Lands—			
General Sales	2	508 80	
Timber Permits	10	71 75	
Hay Permits	117	242 90	
Grazing Rentals	10	130 17	953 62
Miscellaneous—			
Seed Grain Payments	6	148 15	
Patent Fees	1	10 00	158 15
			27,567 20
Letters Received	13,804		
Letters Sent	13,278		
Staff and Salaries	6		5,099 96
Contingent Expenditure			856 60

QUANTITIES OF TIMBER GRANTED UNDER PERMITS.

Feet B. M.	5,019,473
Feet Lineal	66,729
Cords of Wood	12,139
Poles and Rails	29,200
Posts	49,600
Ties	4,000

SCHEDULE of Timber Seizures made in Dauphin Office during Year ending March 31, 1911.

Place of Cutting.	Number.	Dues.	Expenses.	Collected.	B.M. feet.	Lineal feet.	Fence posts.	Roof poles.	Cords of wood.	Officer making Seizure. A. McLeod.	F. Hoffman.	W. Middleton.	J. W. Robertson.	J. Seale.	D. Pearson.	W. Angus.	G. W. Nesbitt.	W. R. Sifton.	D. Buchanan.	R.L.McGregor	T E. Adams.	A. D. L.	W. Harvie.	E. J. Darroch.
		$ cts.	$ cts.	$ cts.																				
Riding Mountain Reserve.....	17	799 85	22 20	739 60	60,934	1,702	900	20	114	5	3	5	2	....	....	2	....	..	..	..	..	1	1	...
Duck Mountain Reserve.......	1	2,442 00	......	....	402,000	....	..	...	.....	....	....	....	....	...	...	1	....	..	..	..	.	..	....	....
Manitoba West Reserve.... ..	1	6 45	....	6 45	1,075	....	....	....	....	....	1	....	....	....	....	....	...	..	..	..	..	..	....	....
Dominion Lands........	30	1,175 35	103 59	903 52	325,544	2,712	...	....	289½	8	2	....	....	14	1	1	...	2	..	..	..	2	....	....
School Lands....	....	....	....	....	....	....	....	....	......	...	...	....	....	....	....	....	....	..	..	..	..	.	....	....
Requisitions for permits.......	....	....	....	... .	....	....	....	....	......	136	71	80	99	96	72	91	25	4	7	6	4	..	56	56
Taken......................	....	....	....	....	....	....	....	...	...	8	8	43	10	....	42	15	8	1	1	..	..	..	15	14
									. . .	144	79	123	109	96	114	106	33	5	8	6	4	..	71	70

SCHEDULE of Timber Permits issued from Dauphin Office during Year ending March 31, 1911.

Place of Cutting.	Free.	Dues.		B. M. feet.		Lineal feet.		Fence posts.		Roof poles.		Fence rails.		Cordwood.		Ties.		Piles, feet.	
	No.	No.	$ cts.	No.	Amount.	No.	Amount.	No.	No.	No.	No.	No.	No.	No.	Cords.	No.	No.	No.	Amount.
Riding Mountain Reserve	203	281	3,774 36	434	2,218,643	9	10,466	59	23,030	11	4,700	9	9,800	139	3,594	....	....	...	....
Duck Mountain Reserve	81	80	850 39	133	781,716	12	18,080	18	7,720	6	2,700	2	4,000	12	389	....	....	...	....
Manitoba West Reserve	44	4	17 75	38	205,533	11	10,260	6	2,900	1	400	1	2,000	8	145	....	....	...	....
Dominion Lands	256	128	1,587 96	398	1,813,581	27	26,373	35	15,450	4	1,500	3	4,100	157	7,084	....	....	....	....
School Lands	.....	10	107 25	....	....	1	550	...	....	....	....	....	....	9	377	....	....	....	....
Cordwood berths, Dominion lands	......	5	Rent 125 00 Dues 156 00	...	....	....	....	1	500	....	....	....	... .	3	550	4	4,000	1	1,000

SCHEDULE of Hay Permits issued from Dauphin Office during Year ending March 31, 1911.

Place of Cutting.	Number of Permits.	Number of Tons.	Amount.
			$ cts.
Riding Mountain Reserve	64	1,194	145 70
Duck Mountain Reserve	2	14	2 40
Manitoba West Reserve	2	22	3 20
Dominion Lands	49	834	150 50
School Lands	117	2,192	242 90
Totals	234	4,456	544 70

LIST of Portable Sawmills operating in the Dauphin District during winter of 1910 and 1911.

Section.	Township.	Range. W. 1 M.	Name.	Address.
7	18	20	Wm. Wilson	Sandy Lake.
12	18	20	Daily & Glenyor	Sandy Lake.
32	18	20	Donald Forestry	Elphinstone.
9	18	21	John Martin	Elphinstone.
36	19	21	Alex. Kippan	Strathclair.
30	20	22	Wm. Pedden	Rossburn.
36	21	25	Jos. Harlous	Rossburn.
12	21	25	John Marton	Ranchvale.
32	21	26	Donald McTavish	Angusville.
28	18	25	P. Sutcliff	Birtle.
18	23	20	Frank Morris (not cutting locally)	Dauphin.
29	23	22	Fred Cole	Glenlyon.
26	23	22	Walter Scott	Wilford.
6	24	23	Colin McMillan	Glenlyon.
26	24	25	Hector Ross	Mountain Gap.
36	23	27	Jacob Edel	Russell.
17	23	11	John Marshall, jr	
			J. F. W. Williams	Fork River.
			James D. Hunter	Fishers Siding.
24	26	27	John McCann	
24	27	27	Chas Cockerill	
22	28	27	Robt. McBride	
4	38	27	P. McHaffie	
24	38	26	W. Herren	Fishers Siding.
			Geo. Hayes	Makinak.
19	22	17	Elders	Makinak.
6	22	16	Andersons	Laurier.
22	21	16	A. J. Cantin	Laurier.
12	21	16	Alex McKinnon	Norgate.
18	20	15	Jas. McGillvary	Kelwood.
19	19	15	H. Stevens	Riding Mountain.
30	18	15	Jas. Mason	
34	17	16	Jno. Anderson	
12	17	16	Albert Walker	
12	16	17	N. Souchuck & G. Trevitzka	
26	18	17	Vistor Walstrom	
28	18	17	Jas. Hemmingson	
31	17	17	Narand & Olson	
24	18	17	Erick Hall	
33	18	18	Jno. Watson	

No. 8.

REPORT OF THE AGENT AT EDMONTON.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Edmonton, Alberta, May 9, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of this office for the fiscal year ending March 31, 1911.

The year just closed has been one generally favourable to the settlers of the district. Though somewhat dry in certain sections, a good crop was harvested; and as prices of farm products ruled higher than the average, the result was a very satisfactory financial return. Moreover, there was during the year a very considerable activity in railway extension and expansion along many lines of industry, which furnished a vast amount of employment for such of the settlers as might wish, for financial or other reasons, to avail themselves of the advantages which it offered. The general situation is one that should induce immigrants to locate in the district, and inspire with hope and confidence those who are already on the ground. As will be seen from the comparative figures appearing at the end of this report, there has been an increase in the number of entries granted during the year of about 25 per cent over the preceding twelve months.

It is satisfactory to note in this connection that the more wooded areas of the district are looked upon with greater favour than they were a year ago; and that the number of entries cancelled is relatively smaller than that of the preceding year. It is also satisfactory to note the greater effort put forth by railway companies to bring settlers into the district, and there is little doubt that the increase noted above is largely due to their efforts.

This increase, however, though satisfactory from the standpoint of settlement, is but a faint indication of the development that is taking place within the district and the consequent expansion in the volume of the business transacted through this office; for while the increase in revenue from the 'Patent Branch' is approximately 39 per cent, the increase in revenue as a whole is over 166 per cent. This very marked increase is due to the 'Timber, Grazing and Irrigation' and 'Mining Lands and Yukon Branches,' particulars regarding which will be found in my reports in that connection. It will, perhaps, be sufficient to state here that the former of these shows the very satisfactory increase of about 54 per cent while the latter shows a phenomenal increase of approximately 775 per cent.

From the above it will be readily seen that there has been an enormous increase in the volume of business handled by this office; but as the work was done under more favourable conditions as to office accommodation, it has been accomplished with but a very slight increase in the staff.

The closing month of the year shows an increase in the number of homestead entries granted of nearly 45 per cent, indicating that we are entering upon an unusually busy season. There is, however, a large area of newly surveyed land available and quite sufficient to meet the demand. At the same time, it might be stated that a lack of railway facilities through portions of these surveyed areas continues to retard settlement.

The following comparative figures will serve in a measure to show what is going on in this district:—

	1910.	1911.
Patent Branch—		
Homestead entries	4,093	5,109
Pre-emption entries	18	17
Purchased homesteads	14	40
Land sales (S.A.V. Scrip & Cash)	147	197
Applications for patent	2,895	2,725
Applications for inspection	1,511	1,531
Entries cancelled	2,351	2,582
Revenue	$62,280.00	$86,826.11
Timber, Grazing and Irrigation—		
Timber permits	2,292	2,190
Hay permits	292	533
Timber seizures	60	54
Revenue	$31,372.29	$48,087.18
Mining Lands and Yukon—		
Mining fees	277	112
Rentals	6	78
Royalties	31	37
Coal permits	6	3
Sundries	23	953
Revenue	$19,958.13	$175,747.58
School Lands Branch—		
Timber permits	19	27
Hay permits	276	397
Grazing rentals	26	30
Coal rentals	1	9
Sundries	0	17
Revenue	$2,248.72	$4,600.24
Miscellaneous—		
Seed grain repayments	116	134
Revenue	$4,498.72	$5,522.86
General—		
Letters received	67,124	73,765
" sent	74,885	82,371

Your obedient servant,

K. W. MACKENZIE,

Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT ESTEVAN.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Estevan, Saskatchewan, April 12, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of this office for the year ending March 31, 1911.

There has been an increase in the number of homestead and pre-emption entries over that of the preceding year and also of the revenue collected; the total for the year being $62,726.02, as against $57,382.52 of the previous year.

The crops of last year throughout this agency were above the average especially in the northern part of the district.

The Canadian Pacific railway will build 55 miles of railroad west from Estevan this year to connect with the Weyburn-Lethbridge branch.

Appended is a statement of work performed during the past fiscal year.

Letters received	120,964
Letters sent	140.359
Applications for patent	557
Entries cancelled	611
Applications for inspection	515
Homestead entries	1.039
Pre-emption entries	632
Purchased homestead entries	57
Improvements	45
Land sales cash	25
Land sales scrip	27
Pre-emption payments	762
Purchased homestead payments	128
Searches	210
Timber permits	81
Hay permits	163
Grazing rentals	18
Coal lands mining fee	5
Coal lands rental	14
Coal lands royalty	45
Sundries	1
Seed grain payments	3
Total revenue	$62,706.02

Your obedient servant,

R. CLAUD KISBEY.
Agent of Dominion Lands.

No. 10.

REPORT OF THE AGENT AT GROUARD.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
GROUARD, ALBERTA, April 3, 1911.

J. W. GREENWAY, Esq.,
The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report of the Peace River agency for the fiscal year ending the 31st ultimo.

The work performed shows a very gratifying increase over the preceding year. The total revenue of the office shows an increase of 462 per cent, and the number of quarter sections disposed of an increase of 815 per cent over last year. Below are the figures for the present year with comparative figures for the nine months ending March 31, 1910:—

	12 mos. ending Mar. 31, 1911.	9 mos. ending Mar. 31, 1910.
Homestead entries..	291	53
South African volunteer scrip ..	103	4
Entries cancelled..	35	6
Letters received..	2,743	1,000
Letters written..	1,752	863
Total revenue..	$4,316.69	$928.05

During the year I have visited Sawridge, Swan River, High Prairie, Whitefish Lake, Peace River Landing, Shaftsbury, Fort Vermilion, Spirit River and Grande Prairie Settlements, making inspections, accepting applications for entries and conducting any other business necessary in connection with this office. Up to the present about ninety per cent of the new-comers have settled in Grande Prairie, and it has been necessary for me to visit that point at more frequent intervals than the other places mentioned.

The present year promises to be an excellent one in every way. The influx of settlers is steadily increasing and they are as a rule of the most desirable class, being experienced farmers with sufficient means to carry them through until there is a market for their grain, other than local consumption. The heavy fall of snow last winter will provide plenty of moisture, and as present indications point to an early spring, we have every reason to look for good crops.

The clerical work of the office has been done in a most efficient and satisfactory manner by Mr. Butler, who is in charge when I am absent on my official trips. Mr. Turton has also performed his duties to my entire satisfaction.

Your obedient servant,

P. TOMKINS,

Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT HUMBOLDT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
HUMBOLDT, SASKATCHEWAN, April 11, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of the Humboldt office for the year ending March 31, 1911.

I might say that the district suffered in parts, owing to the drought which was more or less prevalent last year in the western country, that portion more particularly affected being the central and western, while in the northern, the eastern and the southern parts, excellent crops were secured.

I am, through the courtesy of the Department of Agriculture of the province, able to furnish the figures giving a closely approximate idea of the acreage under cultivation, and the yield of the different grains grown, which are as follows:—

	Wheat.	Fall Wheat.	Oats.	Barley.	Flax.
Acreage.	492,248	117	283,095	23,211	21,551
Yield...	7,669,223	2,098	8,606,088	570,526	105,511

These statistics show a splendid result of the year's operations, notwithstanding the unfavourable season. Indications point to a much greater increase in the lands to be brought under cultivation this year, and there is an optimistic feeling prevalent throughout the district, assuring a greater achievement the coming season.

I am pleased to be able to state that a greater number of homesteads have been entered this year than the preceding one, and a slight increase is also to be recorded in scrip entries. The figures are as follows:—

	Homesteads.	S.A.V. Scrip.
1909-10..	1,608	44
1910-11..	1,734	47

There are still approximately 4,000 homesteads available for entry in this agency, for the most part lying in that triangle whose base extends from township 37 to 42, and its apex in the western part of township 42, range 25, west of the 2nd meridian. In this area, I am informed, there is a large amount of excellent land. The tract is more or less timbered, and is well watered with numerous lakes. Fires have run through a large part of the timber, leaving the land comparatively easy to break, and settlers will there find an ample supply of fuel and building material to meet their requirements. There are also lands to be found for entry all over the district.

The district is well supplied with transportation facilities, except the triangular tract already mentioned, but the building of the Thunder Hill branch of the Canadian Northern railway, and the Melville-Melfort branch of the Grand Trunk Pacific will place that part in close touch with railway conveniences, and practically leave no part of this agency at a greater distance than 15 miles from a railway.

I am pleased to be able to state that a transcription has been completed of all our old style township registers into the new loose leaf system, and I must express my appreciation of the willingness with which the staff of this office undertook this extra work. We have now a record that is eminently satisfactory and that is a credit to an office.

Appended is a statement of the work of the office for the year.

	Number.	Amount.	
Patent Branch—			
Homesteads	1,739	$17,440 00	
Improvements	168	6.322 70	
Land sales—cash	43	3.723 04	
Land sales, scrip half-breed	3	....	
Pre-emption payments before 1908	1	200 20	
S.A.V. scrip	47	....	
Searches, map sales, office fees, &c	639	194 80	
Applications for patent received	2,011	....	
Applications for inspection received	534	....	
Entries cancelled	656	....	
Dominion lands total			$27.880 74
Timber, Grazing and Irrigation—			
Timber permits	155	38 75	
Hay permits	125	267 05	
Timber permits, excess dues	5	3 40	
Hay permits, excess dues	8	8 13	
Timber dues, &c., total			317 33
School Lands Branch—			
Hay permits	184	383 10	
Grazing rentals	75	710 75	
Hay permits, excess dues	5	4 00	
Sundries	2	45 00	
School lands total			1,142 85
Miscellaneous—			
Seed grain and provision repayments	35	1,809 27	
Miscellaneous total			1,809 27
General—			
Letters received	20,739	....	
Letters written	26,608	....	
Number of staff and salaries	8	6,420 61	
Disbursements	....	1,007 86	
Grand total			$31.150 19

Your obedient servant,

A. NORQUAY,

Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT KAMLOOPS.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Kamloops, B.C., April 1, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—In submitting my annual report of this agency for the fiscal year ending March 31, 1911, I beg to say that since my appointment in June last, I have visited many of the outlying points of the district, which now extends from the Alberta boundary to North Bend and covers over four-fifths of the railway belt of British Columbia. This large tract of land is largely taken up by the great mountain ranges of the Rockies and Selkirks, and by the Columbia, Thompson and Fraser rivers. Much land, therefore, within the belt is valueless from an agricultural point of view, the altitude making it unsuitable for fruit raising, but along the fertile valleys and numerous lakes the very choicest of lands can be secured, upon which the best of market garden produce and fruits of many kinds can be grown with profit, as the soil is very productive.

The year just closed has proved the most satisfactory one since the agency was opened, and I have much pleasure in being in a position to report an increase in revenue of $15,656.49. The increase in the general revenue of this agency is solely due to the special efforts made to collect payments in connection with land sales, many of which I found overdue. I communicated with the purchasers, and in consequence am able to report a revenue from this source alone of $28,097.06, which I claim is a most satisfactory result.

Notwithstanding the decrease in the number of homestead entries, which is accounted for by the general reservation of lands in the Shuswap and Columbia divisions, the revenue of the agency, excluding several payments made direct to the department, has increased over 60 per cent. A very marked increase is also shown in the 'Mining Lands and Yukon Branch,' large deposits of gypsum, marble and valuable building stone having been discovered, and leases applied for.

The new regulations, in which provision was made for homesteads of reduced area, are still inoperative, to the great disappointment of many bona-fide settlers, and if I may judge by the numerous enquiries received at the office, and by mail, the contemplated regulations, if finally adopted, will be very popular. The district at present is somewhat handicapped from an agricultural standpoint, by the large area of valuable land held under reserve on account of being comprised in timber berths, but when the proposed joint inspection is made of these berths by a government official and a representative of the lumber companies, much valuable land will in all probability be released, and will be eagerly sought after by many who are desirous of establishing homes where the climate is unsurpassed, the scenery of rare attractiveness and beauty, and where many comfortable homes in the centre of healthy and enjoyable surroundings on small acreages, with intensive garden work and modern culture, could be maintained, once fruits and produce could be shipped.

Much might be said in favour of this province as to its climate, mountains, lakes, rivers and forests, scenery, sport, hunting, fishing and its open air life, but space will not permit. When it is realized that British Columbia imports annually enormous quantities of market truck, poultry, eggs, &c., and that this demand could easily be supplied from the fertile valleys of the railway belt, it is high time the settlers turned their attention to this business, which is undoubtedly a money maker. Outside the import of the Californian early produce, there is no apparent reason why this province, and particularly the belt, because of railway facilities, cannot supply the local demand and meet the requirements of the ever increasing populations of the great prairie provinces east of the Rockies.

Kamloops, Salmon Arm, Notch Hill, Enderby, Armstrong and many other places within the belt are renowned throughout the continent for their fine exhibits of fruit, and Armstrong celery and Ashcroft potatoes are household words. Much might be said of the wonderful productive power of bottom lands composed of peat, which, if drained and properly handled, will produce hundreds of dollars per acre annually.

Settlers need have no fear of locating in the belt, where all modern conveniences can be enjoyed, and within easy reach of medical assistance, schools, churches, and not too far from large centres, and the great convenience of the main line of the Canadian Pacific railway. The life is specially attractive to British and eastern Canadians. Land is still cheap, but it is advancing rapidly in value, as high as $500 per acre being paid for bottom land, and $1,000 per acre for an apple orchard. Many delightful home sites fronting on lake and river, would meet the demands of many wishing to experience milder winters than are found east of the Rockies, or a much drier climate than can be found at the coast.

The only portion of the district at the present time available, however, is the dry division, where, with irrigation, excellent results have been obtained, although without irrigation much success has attended the efforts of those who have carefully carried out the teachings of dry farming. In addition to several irrigation properties in actual operation with most successful results, many new irrigation projects are now before the department for consideration and approval, the intention of the promoters being to run the water by means of flumes a considerable distance from large reservoirs back in the hills.

In the dry division I realize that in the near future large areas of semi-arid lands will be brought under cultivation, the problem at the present being how best to conserve the winters' snows to ensure water for such lands at the proper season, but if the power referred to herein can be procured, the greater part of the irrigable lands can be supplied from the Thompson rivers.

Adams Lake, a large body of water, is admirably situated for the production of enormous power at comparatively little expense. I would respectfully suggest that the department might have an engineer's report on the feasibility of harnessing the mighty powers lying dormant in the water of this lake, for the production of power, and disposing of it for the irrigation of the lands within the dry division. This is a very valuable asset, and the department would do well to investigate the marvellous possibilities before considering the claims of private corporations.

The construction of the Canadian Northern Pacific railway down the valley of the North Thompson to Kamloops, thence west to the coast paralleling the Canadian Pacific Railway along the banks of the Thompson and Fraser rivers, will prove very beneficial to the settlers by bringing them in close touch with centres of industry, and the competition of these roads will naturally lead to an appreciable reduction in freight charges.

After a somewhat severe winter, with an almost unprecedented snowfall, the prospects for a bumper crop are excellent. The fall wheat is looking remarkably healthy, and a large yield is predicted. The heavy snowfall has necessitated much feeding, but I am pleased to say the cattle have come through the winter in splendid condition, very little loss being reported.

The optimism displayed by the settlers is indicative of the general prosperity existing throughout the west, and offers much encouragement to the intending settlers and the newcomer.

The question of the control of water rights within the railway belt, which the province has contended for a considerable time came under its jurisdiction, has on a test case being forced by the Provincial Legislature, been decided by the Privy Council in favour of the Dominion Parliament, which has exclusive legislative jurisdiction over the water within the railway belt.

An important civil case has just been decided at a sitting of the Supreme Court of British Columbia in this city, the judgment in which is of special interest to all holders of water records granted by the province in the railway belt. All water records granted since 1871 have, in the opinion of Judge Gregory, been nullified by the decision of the Privy Council. Special legislation dealing with this important subject will no doubt be enacted at an early date by the Federal Parliament. I have already received 100 applications for water records, all of which have been transmitted to the department for consideration.

Some indication of the work of this agency will be found in the appended statement:—

Homesteads	$2,010 00
Improvements	1,508 89
Land sale payments	28,097 06
Townsite sales	487 40
Sundries	181 70
Timber, grazing and irrigation	8,281 20
Mining lands	523 10
	$41,089 35

Your obedient servant,

W. C. COWELL,

Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
LETHBRIDGE, ALBERTA, April 22, 1911.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit for your consideration this office's annual report for the year ending March 31, 1911.

The business transacted this year has not been so heavy as for the previous year, which is due principally to the fact that over four million acres of land was withdrawn from this agency and added to the Medicine Hat agency on April 1, 1910. This tract of land included practically all the available homestead land within this agency, and at the present time the homestead land is practically exhausted.

The work of this office at the present time is practically closing out previous transactions, but the business for the present year has been fairly heavy, considering the reduction in the area of this district.

The sub-agents and homestead inspectors deserve credit for the manner in which they have performed their departmental duties. The staff has worked faithfully and is worthy of special mention.

I submit a list of the work performed during the past year:—

Homestead entries granted	935
Pre-emption entries granted	318
Purchased homestead entries	58
Improvements	289
Land sales	82
Pre-emption payments	1,239
Purchased homestead payments	113
Searches	194
Applications for patent	986
Entries cancelled	1,108
Timber permits	89
Timber seizures	2
Hay permits	36
Grazing rentals	69
Letters received	32,809
Letters written	25,448

The total revenue collected for the fiscal year of 1910-11 through this office is $148,503.37. This revenue is considerably smaller than for the previous year, but with the present prospects of a bumper crop, it is expected that the revenue for the coming year will far exceed all previous years.

Your obedient servant,

J. W. STAFFORD,
Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT MEDICINE HAT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
MEDICINE HAT, ALBERTA, April 7, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit for your consideration the first annual report of this office for the fiscal year ending March 31, 1911.

This office was opened to the public on April 4, 1910, and has been kept exceedingly busy ever since, as can be noted by the appended statement of work. Settlers have been pouring in, mainly from the United States and eastern Canada, undeterred even by weather conditions which, unfortunately, were not favourable during the past summer.

The severe drought which affected Southern Alberta and the bordering western states would seem to emphasize the necessity of irrigating whenever possible, and with the encouragement given by the department several purchases were made during last year under the terms of the Irrigation Act.

The immense irrigation works undertaken by the Southern Alberta Land Company through a part of this district and westward are rapidly nearing completion. The headquarters of this company are located at Medicine Hat. I am informed by the general manager, Mr. J. D. McGregor, that water will be turned into the main canal some time next July, and some irrigation could be done this next fall if required.

One feature that may convey an idea of the magnitude of this undertaking is the creation of an artificial lake to serve as a reservoir, which will be 22½ miles long, half of which will be 2½ miles wide and 40 feet deep, and at no point will it be less than ½ mile wide. 'Lake McGregor,' as it is named, after the moving spirit of this enterprise, will be the second largest artificial lake in the world, and it is stated it will require 180 days to fill it.

Early last fall the southern part of this district was swept to a large extent by prairie fires, destroying the feed, already none too abundant, and leaving many of the ranchers in a rather precarious position. Moreover, this was followed by a severe winter, the cold lasting uninterruptedly during the whole of January and February and the snow fall was unusually heavy. It is too soon yet to ascertain what losses, if any, will be incurred by the stock men, but it is conceded that they will not be nearly so heavy as was feared at one time. The ranching industry, although curtailed to some extent by the incoming settlers, is still on a good footing and prosperous.

The distribution of seed grain by the department to needy settlers this spring is very much appreciated and will largely contribute to minimize the effects of last year's failure of crop.

This season is opening out most auspiciously. We have had heavy falls of rain and snow lately and the ground will most certainly be in the very best of condition for seeding operations.

The city of Medicine Hat is making very satisfactory progress. The cheap natural gas is now attracting the attention of manufacturers, and several plants have been started during the past year, while others are looking for locations.

I cannot close this report without making special mention of the splendid help furnished by this staff. The ordinary work supplied over the counter was heavy enough by itself, but in addition to that there was also a vast amount attendant upon the opening of a new office, such as copying new township registers, re-numbering all our files, indexing them, writing up new general index, &c. I am glad to say this is practically all completed and our records are in the very best shape to handle the heavy spring and summer rush of work. Night after night during the past summer the staff returned to work, ungrudgingly, and such conduct is undoubtedly deserving of warmest commendation.

Following is a list of the work performed during the past year.

I also inclose a separate statement showing revenue collected on account of mining lands during the same period.

Your obedient servant,

L. P. O. NOEL,

Agent of Dominion Lands.

Month.	Payments re coal leases including fees.	Royalty on coal.	Payments re Petroleum and Natural Gas Leases.
1910.	$ cts.	$ cts.	$ cts.
April	65 00	62 90	
May	280 00	30 10	
June	105 00	....	5 00
July	30 00	....	
August	10 00	....	
September	60 00	....	
October	70 00	13 15	
November	120 00	25 00	5 00
December	90 00	4 50	490 00
1911.			
January	10 00	8 30	480 00
February	140 00	1 00	
March	20 00	5 25	
Total	1,000 00	150 20	980 00

——	Number.	Amount.	Totals.
Patent Branch.		$ cts.	$ cts.
Homestead Fees	3,734	37,340 00	
Pre-emption Fees	2,611	26,110 00	
Purchased Homestead Fees	92	920 00	
Improvements	211	9,779 55	
Land Sales—Cash	60	11,074 62	
" Scrip	....	....	
Pre-emption Payments	1,378	36,583 87	
Purchased Homestead Payments	146	19,286 85	
Townsite Sales	....	....	
Searches, Map Sales, Office Fees, etc	218	59 25	
Applications for Patent Received	348	....	
Applications for Inspection Received	1,174	....	
Entries Cancelled	3,078	....	
Sundries—Patent Fees	3	30 00	
Dominion Lands—Total	....	....	141,184 14
Timber, Grazing and Irrigation.			
Bonus	....	....	
Ground Rent	....	....	
Royalty on Sales	....	....	
Timber Permits	606	293 45	
Timber Seizures	4	26 25	
Hay Permits	146	511 40	
Grazing Rentals—Cash	244	7,085 92	
" Scrip	16	2,000 00	
Irrigation Fees	....	....	
Sundries—Registration Fees	3	6 00	
Timber Dues, &c —Total	....	....	9,923 02

——	Number.	Amount.	Totals.
Mining Lands and Yukon Branch.		$ cts.	$ cts.
Mining Fees	37	480 00	
Rental	18	520 00	
Royalty	15	150 20	
Assessment Payments			
Coal Permits			
Sundries—Petroleum	6	980 00	
M. L. & Y. Br.—Total			2,130 20
School Lands Branch.			
General Sales			
Timber Permits			
Hay Permits	38	123 60	
Grazing Rentals	52	1,200 24	
Mining Fees	1	5 00	
Coal Rental			
Coal Royalty			
Scrip—Military	3		
" Half Breed	42		
" S. A. V. B.	241		
School Lands—Total			1,328 84
Miscellaneous.			
Seed Grain and Provision Repayments	32	1,067 50	
Sundries			
Miscellaneous—Total			1,067 50
Grand Total			155,633 70
General.			
Letters Received	39,866		
Letters Written	34,217		
Staff Salaries		10,224 00	
Disbursements		1,524 66	

No. 15.

REPORT OF THE AGENT AT MOOSEJAW.

Department of the Interior,
Dominion Lands and Crown Timber Office.
Moosejaw, Saskatchewan, April 7, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit my report for the fiscal year ending March 31, 1911.

The great rush of settlers into this district continued throughout the year, and with the early opening of spring immigration commenced early. At the present time special trains carrying immigrants are arriving daily.

The opening of offices at Swift Current and Medicine Hat deprived this district of a large tract of open land, and as a consequence the business transacted during the past year does not compare with that of former years in so far as figures are concerned, but taking into consideration the amount of territory governed by this office at the present time, the past year was in proportion as busy if not busier.

With the assurance of railway facilities, the country south, between here and the international boundary is fast settling up, and a great many cancellations are filed daily, which is an indication of the alertness in securing suitable land.

A great many inquiries are received in regard to the possibilities of this district. These are given prompt attention and the applicant furnished with maps and any other literature on hand.

The indications are that the present year will be most prosperous in every respect.

Appended is a statement of the work performed during the fiscal year.

Your obedient servant,

J. RUTHERFORD,
Agent of Dominion Lands.

The following statement shows the business transacted in this office during the year:—

Patent Branch—

	Number.	Revenue.
Homestead entries	5,303	$52,920 00
Pre-emption entries	3,374	33,650 00
Purchased homestead entries	264	2,640 00
Improvements	234	14,517 80
General land sales—cash	32	2,632 99
General land sales—scrip	1	60 00
Pre-emption payments	1,749	43,959 37
Purchased homestead payments—cash.	414	51,995 06
" " " —scrip.	3	540 00

Patent Branch—*Continued.*			
Townsite sales		....	
Searches, office fees, &c	351	108 15	
			$203,023 37
Applications for patent received	1,349	....	
Entries cancelled	3,886	....	
Applications for inspection received	2,028	....	
Scrip (4,518·88 acres)	245	....	
Timber, Grazing and Irrigation—			
Timber permits	1,984	512 00	
Hay permits	274	720 45	
Grazing rentals—cash	36	1,001 34	
" " —scrip		....	
Sundries	24	12 75	
			$ 2,246 54
Mining Lands and Yukon Branch—			
Mining fees	11	55 00	
Rental	11	960 00	
Royalty	6	54 35	
Coal permits	2	10 00	
			$ 1,079 35
School Lands Branch—			
Hay permits	312	550 75	
Grazing rentals	21	246 94	
Mining fees	1	5 00	
Coal rental	1	20 00	
			$ 822 69
Miscellaneous—			
Seed grain and provision repayments	27	....	$ 1,830 56
			$209,002 51
General—			
Letters received			56,644
Letters written			48,442

No. 16.

REPORT OF THE AGENT AT NEW WESTMINSTER.

Department of the Interior,
Dominion Lands and Crown Timber Office.
New Westminster, B.C., May 8, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of this agency for the fiscal year ending March 31, 1911.

During the past year that portion of the lands of this agency lying between townships 10 and 16 west of the 6th meridian were transferred to the Kamloops agency, thereby reducing to a considerable extent the area of this district.

The past year has been one of the most prosperous in the history of the district; crops were harvested under favourable conditions. Fruit and vegetables were an average crop and the enormous demand caused by the increased population along the coast has enhanced the values of all commodities produced on the farm.

Farm and fruit lands have in many of the surrounding districts been subdivided into blocks of from five to twenty acres, and are being readily sold at prices ranging from two hundred to five hundred per cent higher than in any previous year.

The tide of immigration from the Pacific coast states south of here has been steadily increasing. A great many of those arriving here are on their way to the prairie provinces in search of farm lands.

The greater part of the unoccupied lands in this district are heavily timbered. A large proportion of them are mountainous and cannot be classed as agricultural lands. Some small areas in outlying districts that have been denuded of timber are still to be dealt with. Some of these would be suitable for fruit and vegetable culture, but the greater part of the lands in this agency that could be classed as agricultural lands have already been dealt with under homestead regulations.

Appended is a statement of the work transacted at this agency during the year:—

Letters received	3,352
Letters written	2,501
Homestead entries	3
Total receipts	$6,942 13

Your obedient servant,

W. D. MAGEE,

Acting Agent of Dominion Lands.

No. 17.

REPORT OF THE AGENT AT PRINCE ALBERT.

Department of the Interior,
Dominion Lands and Crown Timber Office.
Prince Albert, Saskatchewan, April 11, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit for your consideration the annual report for this office for the fiscal year ending March 31, 1911. Attached hereto are two schedules marked 'A' and 'B.'

Schedule 'A' gives a summary of the work performed and the revenue collected during the year, showing in the total the increase or decrease as compared with the previous year.

Schedule 'B' shows the revenue collected in connection with the school lands branch.

The total revenue collected amounts to $80,170.78 as against $76,689.27 for the previous year, being an increase of $3,481.51.

The number of homestead entries granted during the year just closed shows an increase over the previous year of 620. Two new sub-agencies have been opened, one at Wadena and the other Shellbrook. The general office work in connection with the agency and the sub-agencies tributary thereto is in a satisfactory condition; the service rendered by the different members of the staff has been generally satisfactory.

Each year shows an increase in the number of settlers intending going in for mixed farming, and as the land in the Prince Albert district is particularly adapted for this class of work, I anticipate a greatly increased number of homestead entries during the coming year.

Your obedient servant,

GEO. L. DEMPSTER,

Agent of Dominion Lands.

SCHEDULE A.—DOMINION LANDS.

Statement of the business transacted at the Prince Albert Dominion Lands and Crown Timber Agency for the Year ending March 31, 1911, and comparative statements for former periods, as shown below.

	Work and Receipts for Year ending March 31, 1911.			Corresponding Period for Previous Year.			Increase; As Compared with Previous Year.			Decrease; As Compared with Previous Year.		
	No.	Amount.	Totals.	No.	Amount.	Totals.	No.	Amount.	Totals.	No.	Amount.	Totals.
Patent Branch.		$ cts.	$ cts.		$ cts.	$ cts		$ cts.	$ cts.		$ cts.	$ cts.
Homestead fees	1,862	18,560 00		1,242	12,325 00		620	6,235 00				
Pre-emption fees	4	40 00		10	100 00					6	60 00	
Purchased homestead fees	9	90 00		20	200 00					11	110 00	
Improvements	166	3,464 97		146	2,320 30		20	1,144 67				
Land sales—cash	51	2,880 83		40	3,493 13		11				612 30	
" —scrip				4	384 00					4	384 00	
Pre-emption payments	17	614 54		9	258 53		8	356 01				
Purchased homestead payments	49	2,983 52		31	3,833 99		18				850 47	
South African grants	39			61						22		
Searches, map sales, office fees, &c.	117	47 60		154	78 85					37	31 25	
Applications for patent received	709			480			229					
Applications for inspection received	345			344			1					
Entries cancelled	532			629						97		
Sundries	3	1 60					3	1 60				
Dominion lands, total			28,683 06			22,993 80			7,737 28			2,048 02
Timber, Grazing and Irrigation.												
Bonus	1	1,400 00					1	1,400 00				
Ground rent	21	9,426 75		66	7,677 42			1,749 33		42		
Royalty on sales	22	21,245 79		31	30,075 97					9	8,830 16	
Timber permits	1,298	8,941 71		1,033	6,799 26		265	2,142 45				
Timber seizures	42	4,854 60		125	5,390 76					83	536 16	
Hay dues	170	533 95		226	461 35			72 60		56		
Grazing rentals—cash												
" " —scrip												
Irrigation fees												
Sundries												
Timber dues, &c., total			16,402 80			50,404 76			5,364 38			9,366 32

SCHEDULE A.—DOMINION LANDS.

STATEMENT of the business transacted at the Prince Albert Dominion Lands and Crown Timber Agency for the Year ending March 31, 1911, and comparative statements for former periods, as shown below.

—	Work and Receipts for Year ending March 31, 1911.			Corresponding Period for Previous Year.			Increase; As Compared with Previous Year.			Decrease; As Compared with Previous Year.		
	No.	Amount.	Totals.	No.	Amount.	Totals.	No.	Amount.	Totals.	No.	Amount.	Totals.
Mining Lands and Yukon Branch.		$ cts.	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.
Mining fees	169	749 00		310	1,288 00		....	....		141	539 00	
Rental	3	993 70		....	....		3	993 70		....	....	
Royalty	....	....		....	....		....	....		....	....	
Assessment payments	....	....		3	300 00		....	....		3	300 00	
Coal permits	....	....		....	....		....	....		....	....	
Sundries	....	....		....	....		....	....		....	....	
M. L. and Y. Branch, total	....	....	1,742 70	....	....	1,588 00	....	....	993 70	....	....	839 00
School Lands Branch.												
General sales		49 00		2	76 00		....	....		1	36 00	
Timber permits	16	279 50		3	12 00		13	267 50		....	....	
Hay dues	119	268 00		150	345 35		....	....		31	77 35	
Grazing rentals	22	194 85		23	228 27		....	....		1	33 42	
Seizures	2	1,630 30		....	....		2	1,630 30		....	....	
Coal rental	....	....		....	....		....	....		....	....	
" royalty	....	....		....	....		....	....		....	....	
" permits	....	....		....	....		....	....		....	....	
Cultivation permits	3	46 00		....	....		3	46 00		....	....	
Sundries	....	....		2	17 75		....	....		2	17 75	
School lands, total	....	....	2,458 65	....	....	679 37	....	....	1,943 80	....	....	164 52
Miscellaneous.												
Seed grain and provision repayments	22	883 57		37	1,023 34		....	....		15	139 77	
Sundries	....	....		....	....		....	....		....	....	
Miscellaneous, total	....	....	883 57	....	....	1,023 34	....	....	....	....	....	139 77
Grand total	....	....	80,170 78	....	....	76,689 27	....	....	16,039 16	....	....	12,557 63

General.												
Letters received	26,955	....		25,254	....		1,701	....		....	....	
Letters written	22,582	....		26,548	....		....	....		3,966	....	
Number of staff and salaries	9	8,862 94		9	9,178 51		....	....		....	315 57	
Disbursements	99	939 52		96	826 54		3	102 98		....	....	
Total	....	....	9,802 46	....	....	10,005 05	....	....	102 98	....	....	315 57

SCHEDULE B.—Showing revenue from School Lands collected at Prince Albert Agency during fiscal year 1910-11.

Month.	Sales.	Grazing Rental.	Hay Permits.	Timber Permits.	Cultivation Permits.	Seizures.	Totals.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	....	32 00	73 30	....	....	....	105 30
May	40 00	18 15	51 10	....	33 00	....	142 25
June	....	....	20 00	....	13 00	....	33 00
July	....	5 90	80 20	....	....	....	86 10
August	....	19 05	42 40	....	....	....	61 45
September	....	....	....	....	....	....	....
October	....	....	....	....	....	....	....
November	....	....	....	10 00	....	....	10 00
December	....	19 05	....	78 00	....	....	97 05
1911.							
January	....	50 80	....	55 50	....	56 50	162 80
February	....	12 30	....	53 25	....	....	65 55
March	....	37 60	1 00	82 75	....	1,573 80	1,695 15
Totals	40 00	194 85	268 00	279 50	46 00	1,630 30	2,458 65

No. 18.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
RED DEER, ALBERTA, April 18, 1911.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit my annual report for the fiscal year ending the 31st ultimo, and in doing so am pleased to say that the Red Deer district made unprecedented progress during the year.

The earlier part of last season was comparatively dry, our annual rains coming a little late, notwithstanding which fact grain crops throughout the district were satisfactory.

Considerable railway development took place during the past year, but 1911 promises to be phenomenal in railway construction throughout the district. Construction work on the Alberta Central and Canadian Northern railways west from Red Deer, which was carried on all winter, has given employment to a large number of settlers the winter through. These companies have paid good wages and have purchased all kinds of produce the farmers had to sell, which has made good times generally. Many new towns are springing up, and the older towns are growing rapidly, consequently there is a heavy demand for all kinds of skilled labour. The building of the railways to the west has given an impetus to settlement in that portion of the district. which formerly was neglected on account of lack of transportation facilities. Butter and cheese making, which is an important factor in the life of the farmer in this district, is steadily increasing, and the earnings of the factories have been above the calculations of the most optimistic.

The past winter was fine, although we had more continuous cold weather than usual. Cattle and horses have wintered well, and with little, if any, losses. At the present time fall wheat is in excellent condition, and the outlook for a good crop promising. Owing to recent heavy snow storms and cold weather, spring farming operations are somewhat retarded, but the moisture in the ground is amply sufficient, and as the weather now appears settled, seeding will be general throughout the district this week, and a much larger area will be sown to crop this season than last. The reputation of this district for mixed farming has been maintained during the past year, the export of cattle, butter and cheese far exceeding any previous year.

The farmers throughout the district are prosperous, contented and happy. The several sub-agents in this district have performed their duties satisfactorily, and are courteous and obliging to the inquiring public and incoming settler.

In all branches the work of this office is steadily increasing, as is shown by the following statement:—

Homestead entries	2,031	$20,315 00
Pre-emption fees	372	3,720 00
Pre-emption interest		2,490 55
Purchased homesteads	191	1,910 00
Purchased homestead payments		37,821 14
Improvements	136	5,401 51
Land sales	32	1,682 93
Searches	153	84 70
		$73,425 83

Letters received	24,777
Letters written	23,193
Applications for patent	1,550
S.A.V.B. certificates	14,790 acres
H. B. scrip	2,159 acres

Your obedient servant,

W. H. COTTINGHAM,

Agent of Dominion Lands.

No. 19.

REPORT OF THE AGENT AT REGINA.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Regina, Saskatchewan, April 3, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit my report for the fiscal year ending March 31, 1911.

Attached hereto is a statement of receipts of this office for the year.

The total receipts from Dominion lands are $23,945.06, as compared to $25,714.65 for the previous year. The total receipts for timber, grazing and irrigation are $106.70, as compared with $206 for the year ending March 31, 1910. School lands revenue for the year amounts to $2,428.63, as against $4,227.64. The seed grain collections for the year amount to $1,728.64, as compared to $2,714.44 for the previous year.

It should also be observed that the amount paid for salaries was $6,292.22, as compared with $10,475.53 for the year ending March 31, 1910.

There are very few desirable homesteads available for entry in this district, except those that are thrown open by cancellation from time to time. Owing to the increase in the price of land. however. there are a number of entries being made for lands that a few years ago were considered worthless.

The spring rush appears to have set in and we are daily receiving inquiries from a large number of intending settlers, as to the most desirable districts within which to locate. We are also receiving a large number of letters from the States, asking for information regarding the west.

During the year I have recommended ten hundred and thirty-four applications for patent, and this number will no doubt be exceeded this year, as nearly all those that obtained entries for odd-numbered sections in 1908, will make their applications this fall.

Conditions appear to be ideal, and I am satisfied that this will be the best year in the history of the west.

Your obedient servant,

J. R. GAYTON,

Agent of Dominion Lands.

	No.	$ cts.
Patent Branch—		
Homestead fees	434	4,330 00
Pre-emption fees	19	190 00
Purchased homestead fees	10	100 00
Improvements payments	80	6,548 59
Land sales (cash)	45	8,590 41
Pre-emption payments	16	411 48
Purchased homestead payments	35	3,623 34
Searches	516	151 24
Total revenue		$23,945 06
Timber, Grazing and Irrigation—		
Timber permits	58	38 00
Hay permits	22	68 70
Total revenue		106 70
Mining Lands and Yukon Branch—		
Coal permits	2	10 00
Total revenue		10 00
School Lands Branch—		
General sales	2	1,037 38
Timber permits	12	22 00
Hay permits	256	728 25
Grazing rentals	63	641 00
Total revenue		2,428 63
Miscellaneous—		
Seed grain and provision payments	25	1,728 64
Total revenue		1,728 64

No. 20.

REPORT OF THE AGENT AT SASKATOON.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Saskatoon, Saskatchewan, April 28, 1911.

J. W. Greenway, Esq.
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit my report of this office for the fiscal year ending March 31, 1911.

The volume of business contained in the appended summary shows a splendid increase over the previous year in almost every branch of the work. I expect the ensuing year will be still better.

The settlers taking up free land are of a superior class, those from the British Isles and the United States being as a rule able, financially, to start farming on a good scale, and also to increase their holdings by purchasing from surrounding owners.

Home-seekers are apparently not leaving a stone unturned in their efforts to secure land in this district, and delinquent homesteaders are, therefore, promptly looked after through the cancellation process.

The unprecedented advance in land values last spring gave an impetus to the already eager inquiry for free land, and with the unusual activity on the part of the railway companies to rush out extensions, the aspect for land seekers was never more bright.

There is still a large area of available homestead land in this district, most of which would be desirable for mixed farming. As this district is all within the pre-emption area, those who are now getting their patent for the first homestead are very glad of the opportunity to secure more land, even if not of the best class, at the rate of $3 per acre; of course subject to the required duties.

The partial crop failure last season has taught the farmers that there must be better cultivation of the soil if they wish to insure a crop, and, therefore, a large percentage of the farmers did considerable ploughing and working on the land last fall. There was also a tremendous increase in new land brought under cultivation last year, which should show a corresponding increase in the production this season.

The weather conditions to date have been ideal, and seeding is at present in full swing.

The present prices of grain and farm products in general appear to indicate that there is no limit to the possibilities.

Your obedient servant,

D. L. BETTSCHEN,

Agent of Dominion Lands.

STATEMENT of business transacted at the Saskatoon Dominion Lands Agency, for the year ending March 31, 1911.

	Number.	Revenue.
Patent Branch—		
Homestead entries	4,177	$41,775 00
Pre-emption entries	1,202	12,010 00
Purchased homestead entries	578	5,770 00
Improvements	228	13,152 86
Land sales (cash)	42	3,721 69
S.A.V.B. land scrip (55,840 acres)	175	
N.W.H.B. land scrip (4,880 acres)	31	
Pre-emption payments	668	16,699 24
Purchased homestead payments	953	118,642 59
Searches	991	245 50
		$212,016 88
Timber, Grazing and Irrigation—		
Timber permits	79	66 50
Hay permits	171	439 60
Sundries	..	22 30
		$528 40

Mining Lands and Yukon Branch—		
Mining fees	5	$ 120 00
Rental	2	120 00
		$240 00
School Lands Branch—		
Hay permits	153	356 70
Grazing rentals	30	430 88
Cultivation permits	2	61 40
Sundries	..	1 50
		$850 48
Miscellaneous—		
Seed grain collections	16	698 46
		$698 46
Total revenue		$214,334 22
Letters received		47,655
Letters written		60,798
Applications for inspection received		1,757
Applications for patent received		2,099
Entries cancelled		2,816

No. 21.

REPORT OF THE AGENT AT SWIFT CURRENT.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Swift Current, Saskatchewan, April 8, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit for your consideration my report of this office for the fiscal year ending March 31, 1911. The office was opened April 4, 1910, representing the newly formed Swift Current Dominion lands district, consisting of lands situate in townships one to twenty-five, ranges eleven to twenty-four, inclusive, west of the 3rd meridian, which same were formerly included in the Moosejaw district.

The settler that has, during the past year, come to this district is of excellent type, the majority being from Great Britain and the United States and, for the greater part, fairly well off financially. From the knowledge of farming and general zeal displayed the settlers of the district should, ere long, be in very comfortable circumstances. One thing which is very noticeable is their desire for good buildings, especially barns. It is on a rare occasion that poor accommodation for horses and stock is seen. The dwellings also are more solid and commodious than is usually the case with homesteaders. This fact, I think, is accounted for by the greater number of settlers being married and possessing families of no mean proportions.

The crop of 1910 was comparatively small, being due, for the most part, to excessive dryness, frost, and in certain sections, hail. Many of the newer settlers were ill prepared for such drawbacks and consequently have had a somewhat difficult task to exist during the past severe winter. The protection, until April 1, afforded by the government was greatly appreciated and very few failed to take advantage of the same.

A large number of settlers have availed themselves of the offer of the department to supply seed grain to the needy, and as many as 20 cars have been distributed at this point during the past month. A few of the worst off families have also been supplied with a stock of provisions to carry them over the hard winter months. Payments on seed grain of previous issues have been made, and in all instances the settler has remarked upon the quality of the seed being all that could be desired, mentioning further, that the distribution of seed grain, when needed, had been of the greatest possible assistance.

The Canadian Pacific Railway Company is, during the coming summer, to construct somewhere in the vicinity of 80 miles of road bed—35 miles southeasterly, and 45 miles northwesterly—from Swift Current. This work will create a big demand for labour, and many of the settlers will be able to earn money by such to carry out the improvement of their lands. These two stretches of railroad will, when completed, be of great benefit to the farmers through whose sections of country they run, for it will mean quick transportation for their products to market, instead of a long haul by team and trail.

Although the prevailing weather is far from mild, seeding has in a few cases been undertaken but, generally, every preparation is being made to seed on the first favourable day. If conditions tend to favour the farmer this year the crop should be abundant, for the acreage under cultivation is greatly increased over that of last year.

The number of applications for patent has been very large and, for the most part, the evidence contained in the same clearly shows that the older settlers have done their duties in a very satisfactory manner and are anxious to have their grants established.

The correspondence during the year has been heavy. The demand for literature, plans, maps and general information was very noticeable. Inquiries have been received from all directions and promptly answered. The foreging tends to show the great interest being taken in the western portion of this province.

All the office work has been kept up-to-date; the staff, including the homestead inspectors and sub-agents, have worked cheerfully and well. No complaints have been received of ill attention or lack of courtesy on the part of any one of the staff.

Accompanying this is a statement of the work accomplished at this office during the twelve months ending March 31, 1911.

Your obedient servant,

E. B. R. PRAGNELL,

Agent of Dominion Lands.

STATEMENT of the business transacted at the Swift Current Dominion Lands and Crown Timber Agency for the month of March, 1911, and comparative statements for former periods, as shown below:—

	Work and Receipts of month of March, 1911.			For 12 months ending March 31, 1911.		
	No.	Amount.	Totals.	No.	Amount.	Totals.
Patent Branch.		$ cts.	$ cts.		$ cts.	$ cts.
Homestead fees	329	3,280 00		5,564	55,680 00	
Pre-emption fees	183	1,830 00		3,308	33,060 00	
Purchased homestead fees	17	170 00		214	2,140 00	
Improvements	23	1,421 00		203	10,669 50	
Land sales—cash	2	544 15		81	15,681 92	
" " —scrip	19	....	4,639 00	362	....	108,729 93
	2	....	200 00	4	....	520 00
Pre-emption payments	168	4,095 42		1,717	42,173 12	
Purchased homestead payments	26	3,323 65		428	41,598 34	
Townsite sales	....	....		....	....	
Searches, map sales, office fees, &c	48	12 00		239	69 00	
Applications for patent received	125	....		1,053	....	
Applications for inspection received	157	....		1,787	....	
Entries cancelled	127	....		3,405	....	
Sundries	....	....		....	....	
Dominion lands, total	....	....	14,676 22	....	....	202,071 88
Timber, Grazing and Irrigation.						
Bonus	....	....		....	....	
Ground rent	....	....		....	....	
Royalty on sales	....	....		....	....	
Timber permits	29	7 25		978	253 60	
Timber seizures	....	....		1	5 20	
Hay permits	....	....		245	620 40	
Grazing rentals—cash	16	110 32		88	1,305 21	
" " scrip	....	....		....	....	
Irrigation fees	....	....		....	....	
Sundries	....	....		....	....	
Timber dues, &c., total	....	....	117 57	....	....	2,184 11
Mining Lands and Yukon Branch.						
Mining fees	....	....		11	55 00	
Rental	....	....		5	60 00	
Royalty	....	....		3	47 85	
Assessment payments	....	....		....	....	
Coal permits	....	....		....	....	
Sundries	....	....		....	....	
M. L. and Y. Br., total	....	....	....	....	....	162 85
School Lands Branch.						
General sales	....	....		....	....	
Timber permits	....	....		1	1 25	
Hay permits	....	....		141	368 58	
Grazing rentals	5	89 30		33	609 67	
Mining fees	....	....		....	....	
Coal rental	....	....		....	....	
Coal royalty	....	....		....	....	
Coal permits	....	....		....	....	
Cultivation permits	....	....		....	....	
Sundries	....	....		....	....	
School lands, total	....	....	89 30	....	....	979 50

STATEMENT of the business transacted at the Swift Current Dominion Lands and Crown Timber Agency, &c.—*Continued.*

	Work and Receipts for month of March, 1911.			For 12 month ending March 31, 1911.		
	No.	Amount.	Totals.	No.	Amount.	Totals.
Miscellaneous.		$ cts.	$ cts.		$ cts.	$ cts.
Seed grain and provision repayments	4	163 25		43	2,404 40	
Sundries						
Miscellaneous, total			163 25			2,404 40
Grand total			15,046 34			207,803 04
General.						
Letters received	2,951			38,557		
Letters written	2,994			39,932		
Number of staff and salaries	14	952 81		14	11,028 42	
Disbursements		155 27			2,772 34	

No. 22.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, MANITOBA, May 4, 1911.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith the report in connection with the Dominion Lands Office, Winnipeg.

At the time I assumed charge of this office in December last, the Crown Timber Branch was made a separate department, with Mr. A. Freeman as agent.

The summary of work attached refers only to Dominion Lands, the Crown Timber report being made by the agent of that branch.

In comparing the work of the present year with that of the previous one, I find a considerable increase in the work of the Lands Office. This is no doubt due to the large increase in immigration and the opening up of new townships for homesteading purposes, and they are rapidly being taken up by a good class of settlers.

I find that this is a very important office; situated as this city is there are a large number of people who come to this office seeking information, not only regarding Manitoba, but as to the country farther west. They are given all the information available, and furnished with maps and literature. This also applies to all inquiries which are received by mail; the latter are promptly answered.

At the present time prospects are very bright for a good crop, and there is a feeling of contentment throughout the country.

Appended is a statement of the work performed during the fiscal year.

Your obedient servant,

L. RANKIN,

Agent of Dominion Lands.

Lands Branch—			
Homestead entries	1,907	$19,890 00	
Improvements	135	4,008 77	
Land sales—cash	52	6,679 54	
Land sales—scrip	1	160 00	
Townsite sales	22	675 00	
Searches, maps, &c.	588	352 17	
Seed grain	37	2,193 96	
			$33,959 44
Mines Branch—			
Mining fees	77	290 00	
Royalty quarries	69	1,308 50	
Assessment payments	3	300 00	
Coal permits	1	100 00	
Sundries	15	35 50	
			$2,034 00
			$35,993 44

Applications for patents received	357
Applications for inspections received	570
Entries cancelled	745
Letters received	21,726
Letters written	21,126

No. 23.

REPORT OF THE AGENT AT YORKTON.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Yorkton, Saskatchewan, May 9, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I beg to submit for your consideration the report of the transactions of this office for the year ending March 31, last.

There is a slight increase in the number of homestead entries and revenue. Correspondence in connection with applications for patent has been heavy, probably caused by regulations changed from time to time and rigidly enforced.

Whilst drought prevailed last summer over a considerable area of western Canada, this locality enjoyed the good fortune of a rainfall, over the average precipitation during June, July and August, which produced a wonderful growth of oats, the staple crop of the district. Prices were low until after Christmas, when a demand for oats came from Vancouver, and this brought values to a remunerative figure. Farmers in this district are fast becoming wealthy, and several make it a practice to spend the winter in California or British Columbia, leaving their farms after the fall ploughing is at an end and returning ready for seeding. Owing to scarcity of labour and costly horses, gas tractors and gasoline engines are coming into common use.

The two largest towns in the agency, Yorkton and Melville, are rapidly acquiring all the advantages of modern civilization, waterworks, sewerage, and electric light and power.

The following is a summary of the work transacted:—

Homestead entries	1,314
Timber permits	410
Hay permits (Dominion Lands)	100
Hay permits (School Lands)	148
Letters written	24,745
Letters received	23,154
Applications for patent	1,722
Entries cancelled	533
Applications for inspection	577

Your obedient servant,

JAS. E. PEAKER,

Agent of Dominion Lands.

No. 24.

REPORT OF THE MINING LANDS AND YUKON BRANCH.

Department of the Interior,
Ottawa, June 1, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit herewith the report of the Mining Lands and Yukon Branch of the Department of the Interior for the fiscal year which ended on March 31, 1911.

The total revenue of this branch derived from all sources during the fiscal year amounts to $1,018,091.63, being an increase of $128,961.48, over the previous year, and the greatest single year's revenue since the formation of the branch. The statements lettered 'A' and 'B,' showing in different forms how this amount is made up, will be found at the end of the report. Statement lettered 'A' shows the total revenue for each month, and statement lettered 'B' shows the revenue collected at each agency including the Yukon Territory.

The revenue for the Yukon Territory, which amounts to $208,758.06, is shown separately in statement lettered 'C.'

The reports and statements for the fiscal year from the Commissioner, the Gold Commissioner, the Acting Comptroller, the Crown Timber and Land Agent and the Director of Surveys at Dawson, and the Assistant Gold Commissioner at Whitehorse will be found under Part VI of the general report.

TIMBER IN THE YUKON TERRITORY.

The total amount of dues collected on account of timber in the Yukon Territory during the fiscal year was $13,167.34. During the year 118 permits were issued, under the authority of which 282,602 feet B.M. of timber, and 1,929½ cords of wood were cut, the dues on which amounted to $6,076.73.

There are in existence 108 timber berths held under license to cut timber within the territory, covering an area of 261·86 square miles, which licenses were granted prior to May 10, 1906, on which date the regulations governing the granting of licenses to cut such timber in the territory were rescinded, and regulations for the issue of permits to cut timber substituted therefor. Only one sawmill is now in operation within the territory.

According to returns received in the department the number of feet, board measure, of lumber manufactured during the year was 1,092,614, and the quantity sold 717,614 feet. The number of cords of wood cut during the year was 8,514, and the number sold 4,775. This does not include the very large amount of timber and cordwood cut free of dues for mining purposes.

MINING LANDS OTHER THAN COAL.

During the fiscal year 111 entries for quartz mining claims were granted by the Agents of Dominion Lands in Manitoba, Saskatchewan and Alberta.

In the Yukon Territory 40,174 placer mining claims, 10,386 quartz mining claims, and 74,623 renewals and relocations were recorded up to March 31, 1911.

According to the returns received during the fiscal year 335 entries for placer mining claims, 535 entries for quartz mining claims, and 5,025 renewals and relocations were recorded during that period. The revenue collected from these sources and from fees for registering documents in connection with mining operations was $71,661.60.

ROYALTY ON GOLD MINED IN THE YUKON TERRITORY.

The total amount collected up to March 31, 1911, for royalty on the gross output of placer mining claims in the Yukon Territory, after deducting the exemption at one time allowed under the regulations, was $3,897,659.44, of which amount $103,139.60 was collected during the last fiscal year. For the purpose of estimating this royalty, the gold is valued at $15 an ounce, which is much below its real value.

The actual value of gold produced from placer mining operations in the Yukon Territory up to March 31, last, might be safely placed at $114,905,684.

The following statement shows the agencies at which the royalty was collected and the amount collected at each during the year:—

Dawson	$102,239 18
Whitehorse	900 42

The statement lettered 'E' at the end of this report shows the total gold production, the total subject to royalty and the total royalty collected for each fiscal year from May 1, 1898, to March 31, 1911.

DREDGING.

Fifty-one leases to dredge for minerals, other than coal, in the submerged beds of rivers in the Yukon Territory are now in force, covering a total frontage of 284 miles. The total revenue derived from this source up to March 31, 1911, amounts to $184,820.35, of which amount $1,929.68 was collected during the fiscal year.

These leases are confined to the Yukon, Stewart, McQuesten, Fortymile, Big Salmon, Klondike, Hootalinqua and Mayo rivers.

There are in operation in the Yukon Territory twelve (12) dredges, nearly all of which have an indicated capacity of 3,500 cubic yards in twenty-four (24) hours. The Canadian Klondike Mining Company have installed on their property situated on the Klondike river, what is reported to be the largest gold saving dredge operating in the world. Its length is 130 feet, and its breadth 55 feet, with a depth throughout of 12 feet. It is equipped with a digging ladder supporting an endless chain of 68 buckets, each having a capacity of 16 cubic feet, the total weight of which is 250 tons. The steel spuds which hold the dredge in place are 65 feet in length, and weigh 32 tons each. The total weight of the dredge is 1,660 tons, and its indicated capacity about 15,000 cubic yards in 24 hours. The great size and weight of many pieces of the machinery installed in this dredge necessitated special facilities for moving it from tide water at Skagway to a point about six miles up the Klondike river from Dawson, and shows the great development which has taken place in transportation facilities in the Yukon Territory.

Twenty-four leases to dredge for minerals in the beds of rivers in the provinces of Alberta and Saskatchewan are in force, covering a total frontage of 114·51 miles. Of these leases 20 are in the province of Alberta, and include 99 miles, one is in the province of Saskatchewan, and includes five miles in all and three are in the Northwest Territories embracing a frontage of 10·57 miles. The total revenue derived from this source up to March 31, 1911, amounts to $43,073.05, of which amount $2,077.50 was collected during the fiscal year.

HYDRAULIC MINING.

The regulations for the disposal of mining locations in the Yukon Territory to be worked by the hydraulic mining process were withdrawn by Order in Council, dated February 2, 1904, such withdrawal, however, not to affect leases already granted. Eleven hydraulic mining leases are still in force, covering a total frontage of 30·98 miles. These leaseholds are all situated in the Yukon Territory. Since the regulations were first established in December, 1898, forty-seven hydraulic mining leases have been issued, all of which have now been cancelled with the exception of the above number. Under the grouping provisions of the Placer Mining Act, operators can now acquire and group for operation a sufficient area to warrant the installation of efficient hydraulic machinery.

HOMESTEAD IN YUKON.

Thirty-five homestead entries are now in force embracing a total area of 5,247·09 acres.

PETROLEUM.

By an Order in Council dated March 11, 1910, the regulations governing the reservation and sale of petroleum and natural gas rights the property of the Crown were rescinded, and regulations for the leasing of such rights were substituted therefor, and came into effect on May 2, 1910. These regulations provide for the issue of a lease to an applicant of the petroleum and natural gas rights under an area not exceeding 1,920 acres of adjoining lands. Personal application for a lease must be made to the Agent of Dominion Lands for the district, or to a sub-agent, and payment of the rental for the first year must be made within thirty days from the date of filing. If the tract applied for is situated in unsurveyed territory, it must be staked out by the applicant in person. The term of the lease is twenty-one (21) years, renewable for a further term of like duration, the rental for the first year being twenty-five (25c.) cents an acre, and for each subsequent year, fifty (50c.) cents an acre. The lessee must have satisfactory machinery on the land within one year from the date of the lease, and he must commence boring operations within fifteen months from such date. The expenditure incurred in boring operations during the second and third years may, under certain circumstances, be deducted from the amount of the rental payable. No royalty will be charged on the sales of the petroleum up to January 1, 1930.

Under the provisions of these regulations, 204 petroleum and natural gas leases have been issued since May 2, 1910, embracing a total area of 162,217·46 acres distributed as follows: In the province of Alberta 203 leases, including 160,297·46 acres, and in the province of Saskatchewan one lease, including 1,920 acres. The total revenue derived from petroleum lands during the year amounts to $70,028.53.

During the year nine reservations have been renewed under the provisions of the late regulations to enable the several applicants to conduct petroleum prospecting operations on the tracts reserved for them. These reservations embrace a total approximate area of 14,120 acres, and evidence has been filed in the department to show that prospecting outfits have been installed, and that operations are being actively carried on upon these several tracts.

QUARRYING.

By an Order in Council dated May 13, 1910, regulations for the leasing and administration of Dominion Lands containing limestone, granite, slate, marble, gypsum, marl, gravel, sand, or any building stone, were approved. These regulations came into effect on June 15, 1910. The maximum area which may be leased to an applicant is 40 acres, the term of the lease being twenty-one (21) years, renewable for a further term of twenty-one (21) years at an annual rental of one ($1) dollar an acre. Personal application for a lease must be made to the Agent of Dominion Lands for the district, or to a sub-agent, and if the land is unsurveyed, personal staking is necessary.

Under the provisions of these regulations 93 leases have been issued since June 15, 1910, distributed as follows:—

In Manitoba—36 leases containing an area of 1,199·32 acres.

In Saskatchewan—1 lease containing an area of 30·10 acres.

In Alberta—18 leases containing an area of 641 acres.

In Northwest Territories—15 leases containing an area of 600 acres.

In British Columbia—23 leases containing an area of 852·85 acres.

Eight leases have been issued for stone quarrying purposes in the Rocky Mountains Park of Canada, comprising a total area of 2,477·62 acres.

TAR-SANDS.

By an Order in Council dated February 14, 1910, regulations were approved for the disposal of tar-sand rights, the property of the Crown, in that portion of the province of Alberta lying north of township 80, and between the 4th and 5th initial meridians. These regulations came into force on March 19, 1910. The maximum area which may be leased to an applicant is 1,920 acres, the term of the lease being twenty-one (21) years, renewable for a further term of like duration, and the rental fifty (50c.) cents an acre per annum. Personal application for a lease must be made to the Agent of Dominion Lands for the district, or to a sub-agent, and if the tract applied for has not been surveyed, the applicant must stake out the tract in person. The lessee, during each of the first three years of the term of the lease, shall expend not less than the sum of one thousand ($1,000) dollars in the development of his leasehold, and in the installation of machinery for its operation.

Under the provisions of these regulations nine leases have been issued during the year, comprising a total area of 17,040 acres.

WATER RIGHTS.

There are now in force in the Yukon Territory 363 grants to divert water for mining purposes, aggregating a total of 144,852 miner's inches. During the fiscal year eight water rights were issued, comprising 6,000 miner's inches.

Ten leases have been issued to divert water for power purposes in the territory, including in all 55,200 miner's inches. The works in connection with two of these grants have been completed, and about 5,000 horse power generated. Two of the grants have lapsed, and the works in connection with the remaining six are under construction.

COAL MINING LANDS.

The total amount collected during the year on account of coal mining lands sold under the provisions of the late regulations was $191,257.23, of which amount $175,197.37 was on account of coal lands in the province of Alberta, $15,513.59 on account of such lands in the province of Saskatchewan, and $546.27 in connection with coal lands in the Yukon Territory. The total amount collected on account of the sale of coal mining lands up to March 31, 1911, was $2,072,066.72.

The statement lettered 'D' at the end of this report shows the revenue derived from the sale of coal lands for each fiscal year since 1897.

COAL LEASES.

The total number of coal mining leases in force at the close of the fiscal year was 521, including a total area of 267,309·56 acres, distributed as follows:—

In the province of Alberta:—

(*a*) Within the Rocky Mountains Park of Canada, 69 leases, embracing a total area of 29,559·50 acres.

(*b*) Outside the park, 412 leases, embracing a total area of 233,713·69 acres.

In the province of Saskatchewan 34 leases, comprising an area of 1,796·82 acres.

The total number of leases of coal mining rights issued during the year was 249, comprising an area of 171,011·19 acres. The total revenue received during the year for rental of coal mining rights was $292,508.39.

The following is a statement showing the revenue collected in the western provinces and in the Yukon Territory on account of the sale of coal lands during the fiscal year, under the provisions of the late regulations:—

Province of Alberta	$175,197 37
Province of Saskatchewan	15,513 59
Yukon Territory	546 27
Total	$191,257 23

The revenue derived from leases to mine coal within the Rocky Mountains Park during the fiscal year amounted to $34,554.07, and was made up as follows:—

Rental	$25,901 57
Royalty on coal mined	8,652 50

The total amount of rental collected on account of such lands up to March 31, last, was $62,980.63, and the total amount of royalty collected up to the same date was $34,218.70.

ROYALTY ON COAL.

The late regulations governing the sale of coal mining lands provided for the payment of a royalty of ten cents per ton of 2,000 pounds on the output of the mine.

This regulation came into force on April 6, 1901, after which date all sales of coal mining rights were made subject to such regulation.

Under the regulations governing the issue of leases to mine coal, the royalty is fixed at 5 cents per ton of 2,000 pounds, on the merchantable output of the mine.

The following statement shows the amount collected on account of royalty during each year since the regulations came into effect:—

1901–2	Nil
1902–3	Nil
1903–4	$ 59 30
1904–5	2,979 70
1905–6	2,996 18
1906–7	4,456 80
1907–8	9,169 35
1908–9	6,052 23
1909–10	155,371 86
1910–11	221,246 12

The total revenue derived from coal mining lands on account of purchase price, rental and royalty, during the fiscal year, amounted to $716,278.23, being an increase of $66,968.69 over the previous year.

The following is a statement of the office work performed during the year:—

Letters received and recorded	14,141
Letters sent	21,948
Pages of memoranda and schedule	10,814
Plans and sketches prepared	1,161
Accounts kept posted	8,603
Accounts rendered	9,813
Assignments accepted and registered	230
Returns examined and posted	1,736
Receipts issued	526
Refunds examined and prepared	509
Applications for coal locations received, covering an approximate area of 590,470 acres	583
New entries and renewals for mining locations granted in the western provinces and territories, not including the Yukon	321
Applications for stone, gypsum and clay	165
Applications for tar, asphalt and petroleum	521
Applications for quartz claims in Alberta, Saskatchewan and Manitoba	38
Applications for iron claims	4
Applications for placer mining claims in Alberta and Saskatchewan	187
Applications for dredging leases	56
Applications for homestead entry in the Yukon Territory	12
Homestead entries granted in the Yukon Territory	35
Placer mining grants, renewals and relocations in the Yukon Territory	5,360
Quartz mining locations granted in Yukon Territory	535
Applications to dredge for sand and gravel	19
Requisitions for patent prepared	300

Applications to purchase or lease lands in the Yukon Territory..	40
Applications for water frontage..	3
Agricultural leases in force in the Yukon Territory, comprising an area of 120·61 acres	15
Leases for water frontage issued..	3
Water front leases in existence..	23
Gold dredging leases issued..	72
Coal mining leases issued..	249
Timber licenses prepared..	108
Stone quarrying leases issued..	101
Stone quarrying leases in the Rocky Mountains Park of Canada issued, comprising a total area of 2,477·62 acres..	8
Applications for coal prospecting locations received, covering an approximate area of 33,920 acres..	14
Prospecting reservations made..	45

I have the honour to be, sir,

Your obedient servant,

H. H. ROWATT,

Chief of Branch and Secretary of the Yukon.

REVENUE OF DOMINION LANDS INCLUDING THE YUKON TERRITORY.

A.—STATEMENT of Receipts on account of Coal and Minerals in the Provinces and Territories, also Timber, Hay, Coal, Hydraulic Mining, Dredging, Royalty on Gold, Mining Fees, Rental of Agricultural Lands, Water Power and Water Fronts, Survey Fees and Sale of Dominion Lands in the Yukon, for the Fiscal Year 1910 and 1911.

Months.	Quartz Acreage Sales.	Dominion Lands Sales.	Coal Sales.	Coal Mining.	Coal Royalty.	Coal Rental.	Rental, Yukon.	Timber Dues, Yukon.	Mining Fees.	Hydraulic Leases.	Dredging Leases, N. W. T.	Dredging Leases, Yukon.	Gold Export Tax.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April.......	329 60	194 12	5,156 33	976 19	19,449 07	9,279 34	1,990 00	1,022 25	3,763 00	56 37	100 00	767 12	28 78
May........	56 65	....	30,030 41	2,525 00	23,073 84	6,241 07	5,080 53	796 61	4,720 00	....	....	....	16 44
June........	....	115 00	31,468 43	630 25	10,079 85	11,117 16	....	1,464 05	5,826 10	....	50 00	15 94	20,362 92
July........	176 89	188 37	9,441 83	1,195 00	18,796 74	64,558 36	36 49	2,033 66	5,523 00	....	115 00	....	14,228 35
August.....	....	50 00	28,061 48	1,450 00	9,695 50	11.322 09	136 63	783 37	9,335 50	507 09	....	516 16	17,877 41
September...	14 82	233 37	4,020 49	840 00	8,962 46	12,522 36	262 26	1,970 24	10,527 50	73 72	....	86	21,526 68
October...	394 11	327 02	3,225 95	480 05	36.621 13	41,193 17	327 66	1,229 77	6,723 00	2,291 91	650 00	....	19,388 59
November...	108 72	60 29	68,755 41	1,350 00	16,594 53	36,005 93	10 00	2,324 56	4,561 50	2,299 09	....	324 17	8,197 15
December...	113 10	114 80	2.494 36	360 00	22,819 45	13,155 14	100 00	493 75	3,718 00	....	....	23 14	1,344 85
1911.													
January....	....	....	5,145 03	300 00	22,568 89	39,726 59	1,133 32	159 08	10,677 50	398 91	15 00	52 22	28 65
February....	81	11 06	1,186 53	485 00	22,462 82	26,713 36	479 84	285 00	3,133 00	500 00	1,147 50	200 00	163 37
March......	139 39	120 99	2,270 98	675 00	10,121 84	20,667 82	11 25	605 00	3,153 50	....	....	30 07	5 00
	1,334 09	1,415 02	191,257 23	11,266 49	221,246 12	292,508 39	9,567 98	13,167 34	71,661 60	6,127 00	2,077 50	1,929 68	103,168 19

REVENUE OF DOMINION LANDS INCLUDING THE YUKON TERRITORY.

A.—STATEMENT of Receipts on account of Coal and Minerals in the Provinces and Territories, also Timber, Hay, Coal, Hydraulic Mining, Dredging, Royalty on Gold, Mining Fees, Rental of Agricultural Lands, Water Power and Water Fronts, Survey Fees and Sale of Dominion Lands in the Yukon, &c.—*Concluded.*

Months.	Free Certificates Export of Gold.	Stone Quarry.	Registration Fees.	Homestead Fees.	Hay, Yukon.	Water Power, Yukon.	Tar-Sands.	Sand, Stone and Gravel.	Petroleum.	Rental Western Provinces.	Miscellaneous.	Gypsum.	Patent Fees.	Improvements.	Millsite, Western Provinces.	Transfer Fees, Yukon.	Amount.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	1 50	284 54	33 00	10 00						128 88							43,570 09
May	1 00		12 00	10 00	72 00		5 00	150 00						271 85			73,062 40
June	27 00	10 00	72 00	10 00	46 00		1,275 50	50	20 00		5 00	373 20					82,998 90
July	15 00	264 32	35 00	50 00	46 00		2,885 00	40 00	1,490 00		2 18						121,121 19
August	15 50	479 36	69 50	10 00		50 00	1,940 00	263 00	940 00								83,502 50
September	33 50	285 72	40 00				3,850 06	271 50	3,647 50		10 00	40 00	10 00				69,142 98
October	31 00	775 19	8 00	20 00			80 65	31 50	169 60		45 00	95 00					114,114 21
November	16 00	1.494 20	2 50				965 00		2,068 85			45 00					145,182 90
December	3 00	660 32	7 50				20 00	92 50	27,356 39								72,876 30
1911.																	
January	3 50	394 90	15 00			1,000 00		12 00	2,951 75		10 00	45 00					84,637 34
February	3 50	419 33	9 00					1 00	10,035 64								67,236 76
March	2 00	626 92	15 00	10 00		750 00		50	21,348 80			40 00			50 00	2 00	60,646 06
	152 50	5,724 71	318 50	120 00	164 00	1,800 00	11,021 15	862 50	70,028 53	128 88	72 18	638 20	10 00	271 85	50 00	2 00	1,018,091 63

DOMINION LANDS

B.—Statement showing the Total Amount of Revenue collected at each Agency,

Revenue received at Head Office on account of the sale of coal lands in the Western Provinces,

Agency.	Quartz Acreage Sales.	Dominion Lands Sales.	Coal Sales.	Coal Mining.	Coal Royalty.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Battleford					
Brandon				105 00	
Banff				115 00	8,652 50
Calgary			76,895 87	1,365 00	1,253 00
Dauphin					
Edmonton			17,460 70	1,260 00	4,103 40
Estevan			15,513 59	25 00	1,897 14
Kamloops				105 00	
Lethbridge			62,271 19	2,825 00	1,959 55
Moosejaw				65 00	54 35
Medicine Hat				480 00	150 20
New Westminster				165 00	
Peace River				5 00	
Prince Albert				30 00	
Red Deer			18,569 61	595 00	1,127 80
Regina				10 00	
Saskatoon				115 00	
Swift Current				55 00	47 85
Winnipeg				100 00	
Ottawa		114 80		3,831 49	201,875 33
Dawson, Gold Commissioner's Office					
Sixtymile, Mining Recorder's Office					
Duncan, Mining Recorder's Office					
Whitehorse, Assistant Gold Commissioner's Office					
Kluane, Mining Recorder's Office					
Conrad, Mining Recorder's Office					
Dawson, Royalty Collector's Office					
Dawson, Crown Timber Office					
Whitehorse, Crown Timber Office					
Dawson, Comptroller's Office					
Whitehorse, Royalty Collector's Office					
Whitehorse, Comptroller's Office					
Dawson, Dominion Lands Office		61 35	546 27		125 00
Dawson, Mining Recorder's Office	671 28				
Whitehorse, Dominion Lands Office		1,238 87		15 00	
Whitehorse, Mining Recorder's Office	495 06				
Conrad, Mining Recorder's Office	167 75				
	1,334 09	1,415 02	191,257 23	11,266 49	221,246 12

REVENUE.

including the Yukon Territory, for the Fiscal Year ending March 31, 1911.

is, in the statement, credited to the several Agencies in which the lands are situated.

Coal Rental.	Rental, Yukon.	Timber Dues, Yukon.	Mining Fees.	Hydraulic Leases.	Dredging Leases N. W. T.	Dredging Leases Yukon.	Gold Export Tax.	Free Certificates Export of Gold.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
			100 00					
25,786 57			5 00					
21,544 87			290 00					
			122 50					
98,990 70			732 50					
435 18			2 50					
41,340 58			902 50					
950 20								
520 00			5 00					
2,003 40								
			600 00					
1,879 90			22 00					
80 00								
80 00								
			612 50					
98,481 88	1 00			4,427 41	2,077 50	1,584 14		
			55,516 10	1,699 59		315 54		
			2,388 00					
			4,066 50					
			3,595 50					
			1,873 50					
			827 50				102,239 18	
		12,608 84						
		558 50						126 00
							929 01	
								26 50
95 11	6,774 48							
320 00	2,792 50							
292,508 39	9,567 98	13,167 34	71,661 60	6,127 00	2,077 50	1,929 68	103,168 19	152 50

DOMINION LANDS

B.—STATEMENT showing the Total Amount of Revenue Collected

Agency.	Stone Quarry.	Registration Fees.	Homestead Fees.	Hay, Yukon.	Water Power, Yukon.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Battleford					
Brandon					
Banff	486 69				
Calgary		97 50			
Dauphin	957 00				
Edmonton	200 00	134 00			
Estevan					
Kamloops	308 10				
Lethbridge	742 00				
Moosejaw					
Medicine Hat					
New Westminster	1,611 30				
Peace River					
Prince Albert	33 70	64 00			
Red Deer					
Regina					
Saskatoon					
Swift Current					
Winnipeg	1,006 50	5 00			
Ottawa	379 42				1,000 00
Dawson, Gold Commissioner's Office					800 00
Sixtymile, Mining Recorder's Office					
Duncan, Mining Recorder's Office					
Whitehorse, Assistant Gold Commissioner's Office					
Kluane, Mining Recorder's Office					
Conrad, Mining Recorder's Office					
Dawson, Royalty Collector's Office					
Dawson, Crown Timber Office				164 00	
Whitehorse, Crown Timber Office					
Dawson, Comptroller's Office					
Whitehorse, Royalty Collector's Office					
Whitehorse, Comptroller's Office					
Dawson, Dominion Lands Office		14 00	90 00		
Dawson, Mining Recorder's Office					
Whitehorse, Dominion Lands Office		4 00	30 00		
Whitehorse, Mining Recorder's Office					
Conrad, Mining Recorder's Office					
	5,724 71	318 50	120 00	164 00	1,800 00

REVENUE.

at each Agency, including the Yukon Territory, &c.—*Concluded.*

Tar-Sands.	Sand, Stone and Gravel.	Petroleum.	Rental Western Provinces.	Miscellaneous.	Gypsum.	Patent Fees.	Improvement.	Millsite Western Provinces.	Transfer Fees, Yukon.	Total Amount.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
...	...	...	...	...	...	...	...	...	...	100 00
...	...	...	...	...	...	...	...	...	...	105 00
...	...	...	...	...	...	...	...	...	...	35,045 76
...	2 50	15 00	...	...	...	...	...	...	...	101,463 74
...	...	...	...	...	...	...	...	...	...	1,079 50
9,030 50	329 50	56,125 53	...	...	...	...	...	...	...	188,366 83
...	...	...	...	...	...	...	...	...	...	17,873 41
...	...	...	...	...	110 00	...	...	...	...	523 10
...	165 00	3,835 75	...	...	...	...	...	...	...	114,041 57
...	...	...	...	...	...	...	...	...	...	1,069 55
...	...	975 00	...	...	...	...	...	...	...	2,130 20
...	150 50	...	...	...	...	...	...	...	...	3,930 20
...	...	...	...	...	...	...	...	...	...	5 00
...	5 00	1,010 00	...	...	...	...	...	...	...	1,742 70
...	...	...	...	...	...	...	...	...	...	22,194 31
...	...	...	...	...	...	...	...	...	...	10 00
...	45 00	...	...	...	...	...	...	...	...	240 00
...	...	...	...	...	...	...	...	...	...	182 85
...	165 00	...	...	...	145 00	...	...	...	...	2,034 00
1,990 65	...	8,067 25	128 88	72 18	383 20	...	...	50 00	...	324,465 13
...	...	...	...	...	...	...	...	...	...	58,361 23
...	...	...	...	...	...	...	...	...	...	2,388 00
...	...	...	...	...	...	...	...	...	...	4,066 50
...	...	...	...	...	...	...	...	...	...	3,595 50
...	...	...	...	...	...	...	...	...	...	1,873 50
...	...	...	...	...	...	...	...	...	...	827 50
...	...	...	...	...	...	...	...	...	...	102,239 18
...	...	...	...	...	...	...	...	...	...	12,772 84
...	...	...	...	...	...	...	...	...	...	558 50
...	...	...	...	...	...	...	...	...	...	126 00
...	...	...	...	...	...	...	...	...	...	929 01
...	...	...	...	...	...	...	...	...	...	26 50
...	...	...	...	...	...	...	271 85	...	...	7,978 06
...	...	...	...	...	...	...	...	...	...	671 28
...	...	...	...	...	...	10 00	...	...	2 00	4,412 37
...	...	...	...	...	...	...	...	...	...	495 06
...	...	...	...	...	...	...	...	...	...	167 75
11,021 15	862 50	70,028 53	128 88	72 18	638 20	10 00	271 85	50 00	2 00	1,018,091 63

H. H. ROWATT,
Chief of Branch.

REVENUE OF THE

C.—STATEMENT of Receipts from Timber, Hay, Coal, Hydraulic Mining, Dredging, Water Power, Survey Fees, and the Sale of Dominion

Month.	Quartz Acreage Sales.	Dominion Lands Sales.	Coal Sales.	Coal Mining.	Coal Royalty.	Coal Rental.	Rental Yukon.	Timber Dues Yukon.	Mining Fees.	Hydraulic Leases.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April..............	329 60	194 12	.....	.. ...	.....	......	1,990 00	1,022 25	3,411 00	56 37
May..............	56 65	....	43 82	... .	.....	.....	5,080 53	796 61	4,622 50	....
June..............	....	115 00	......	......	...	325 25	..... .	1,464 05	5,421 10	... .
July..............	176 89	188 37	..	5 00	......	.....	36 49	2,033 66	5,203 00	....
August..............	....	50 00	....	10 00	25 00	45 00	136 63	783 37	8,053 00	507 00
September.........	14 82	233 37	.....	.... .	86 50	50 11	262 26	1,970 24	10,352 50	73 72
October...........	394 11	327 02	....	....	......	.....	327 66	1,229 77	6,348 00	2,291 91
November..... ...	108 72	60 29	....	100 00	...	......	10 00	2,324 56	4,474 00	2,299 09
December..........	113 10	114 80	502 45	......	13 50	.....	100 00	493 75	3,495 50	....
1911.										
January..........	....	....	....	......	.....	...	1,133 32	159 08	10,660 00	398 91
February..........	81	11 06	......	......	....	......	479 84	285 00	3,108 00	500 00
March.............	139 39	120 99	......	......	......	.....	11 25	605 00	3,118 50	.. ..
Total..........	1,334 09	1,415 02	546 27	115 00	125 00	420 36	9,567 98	13,167 34	68,267 10	6,127 00

YUKON TERRITORY.

Royalty on Gold, Mining Fees, Rental of Agricultural Lands, Water Fronts and Lands for the Fiscal Year 1910 and 1911.

Dredging Leases Yukon.	Gold Export Tax.	Free Certificates Export of Gold.	Registration Fees.	Homestead Fees.	Hay Yukon.	Water Power Yukon.	Improvements.	Miscellaneous.	Patent Fee.	Transfer Fee Yukon.	Amount.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
767 12	28 78	1 50	....	10 00	....	....	.	.....	......	....	7,810 74
....	16 44	1 00	......	10 00	72 00	....	271 85	....	......	.....	10,971 40
15 94	20,362 92	27 00	......	10 00	46 00	....	....	......	....	......	27,787 26
....	14,228 35	15 00	......	50 00	46 00	....	.....	1 68	.....	.....	21,984 44
516 16	17,877 41	15 50	....	10 00	...	50 00	......	...	......	.....	28,079 07
86	21,526 68	33 50	6 00	.....	.....	....	......	5 00	10 00	......	34,625 56
....	19,388 59	31 00	8 00	20 00	....	....	......	30 00	......	......	30,396 06
324 17	8,197 15	16 00	....	......	.....	....	......	....	......	......	17,913 98
23 14	1,344 85	3 00	......	.....	......	....	......	......	.....	.....	6,204 09
52 22	28 65	3 50	......	.....	..	1,000 00	......	......	......	......	13,435 68
200 00	163 37	3 50	4 00	......	......	....	...	.....	......	.....	4,755 58
30 07	5 00	2 00	.....	10 00	....	750 00	......	.....	......	2 00	4,794 20
1,929 68	103,168 19	152 50	18 00	120 00	164 00	1,800 00	271 85	36 68	10 00	2 00	208,758 06

H. H. ROWATT,
Chief of Branch.

D.—STATEMENT showing the Total Revenue derived from the sale of Coal Land for each Fiscal Year since 1896.

Fiscal Year.	Amount.
	$ cts.
1896–1897	75 76
1897–1898	1,833 74
1898–1899	350 00
1899–1900	5,650 33
1900–1901	101,772 00
1901–1902	16,270 32
1902–1903	31,055 38
1903–1904	68,949 75
1904-1905	35,695 00
1905–1906	125,754 12
For the nine months ending March 31, 1907	335,795 97
1907–1908	346,813 23
1908–1909	276,186 86
1909–1910	377,445 86
1910–1911	191,257 23

H. H. ROWATT,

Chief of Branch.

E.—STATEMENT showing the total Gold Production, the total subject to Royalty and the total Royalty collected for each fiscal year from May 1, 1898, to March 31, 1911.

Fiscal Year.	Gold Production.	Subject to Royalty.	Royalty Collected.	Total Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.
1897–1898	3,072,773 20	2,732,928 20	273,292 82	273,292 82
1898–1899	7,582,283 02	5,882,626 00	588,262 37	589,943 52
1899–1900	9,809,464 64	7,307,720 00	730,771 99	733,041 04
1900–1901	9,162,082 79	7,234,416 17	592,660 98	596,368 03
1901–1902	9,566,340 52	8,367,225 88	331,436 79	331,532 04
1902–1903	12,113,015 34	12,113,015 34	302,893 48	302,893 48
1903–1904	10,790,663 12	10,790,663 12	272,217 96	272,217 96
1904–1905	8,222,053 91	8,222,053 91	206,760 87	206,760 87
1905–1906	6,540,007 09	6,540,007 09	163,963 25	163,963 25
1906–1907	3,304,791 05	3,394,791 05	82,622 42	82,622 42
1907–1908	2,820,161 60	2,820,161 60	70,504 65	70,504 65
1908–1909	3,260,282 80	3,260,282 80	81,507 07	81,507 07
1909–1910	3,594,251 20	3,594,251 20	89,844 10	89,844 10
1910–1911	4,126,727 60	4,126,727 60	103,168 19	103,168 19
Total	93,964,897 88	86,296,869 96	3,889,906 94	3,897,659 44

H. H. ROWATT,

Chief of Branch.

No. 25.

REPORT OF THE TIMBER AND GRAZING BRANCH.

Department of the Interior,
Ottawa, June 15, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit herewith the report of the Timber and Grazing Branch for the fiscal year which ended March 31, 1911.

The revenue derived from timber, grazing lands and hay lands for the fiscal year amounted to $459,216.04, being an increase of $4,267.41 over the previous year.

At the end of my report will be found statement marked 'A,' setting out the total revenue of the branch from its various sources for the year, and statement marked 'B' showing the timber revenue by agencies.

Reports from the Crown Timber Agents at Calgary, Edmonton, Prince Albert, Winnipeg, New Westminster and Revelstoke, setting out the revenue collected on Dominion Lands within their respective agencies and other information, are appended hereto.

The report of the Inspector of Ranches, whose headquarters are at Calgary, is also attached.

The revenue derived from timber and grazing lands received at the Crown Timber Agencies above mentioned, together with the ruling price of lumber, the number of mills being operated on berths held under license, and the number of portable sawmills in operation, may be summarized as follows:—

Agency.	Total Revenue.	Average price of lumber per M. ft. B. M. at mills.	No. of mills operating under license.	No. of portable mills in operation.
	$ cts.	$ cts.		
Calgary	32,070 95	15 77	15	18
Edmonton	52,716 50	16 00	17	20
Prince Albert	46,526 25	20 57	4	18
Winnipeg	95,979 69	16 52	31	28
New Westminster	120,515 91	14 44	7	......
Revelstoke	23,191 87	17 92	11	......

The returns of operations received show the following quantities of building material as having been manufactured and sold under government license during the year in the timber agencies above referred to:—

—	Manufactured.	Sold.
Sawn lumber, ft. B. M.	203,239,660	210,120,568
Shingles	268,000	268,000
Shingle bolts, cords	6,908	6,908
Railway ties	112,672	260,604
Laths	17,261,143	22,070,213

The following material was manufactured and sold on permit berths and portable sawmill berths:—

—	Manufactured.	Sold.
Sawn lumber, ft. B. M.	25,288,555	33,809,742
Railway ties	1,500	7,820

The quantity of lumber manufactured and sold within each agency will be found in the agents' reports appended hereto.

The areas of timber lands held under license and permit in the povinces of Manitoba, Saskatchewan, Alberta, the Northwest Territories, and the railway belt in the province of British Columbia on March 31, 1911, were as follows:—

—	Under License.	Under Permit.
	Square Miles.	Square Miles.
Manitoba	1,037·90	399·31
Alberta	2,196·58	67·26
Saskatchewan	2,193 83	371·82
The Northwest Territories	245·02	....
British Columbia	1,926·06	21·18
Total	7,599·39	859·57

Of the area shown above as held under permit, 27·10 square miles are covered by portable sawmill permits issued on berths of one square mile and under, 19·50 square miles by cordwood permits covering one quarter-section; and 125·50 square miles by permits to cut fire-killed timber.

During the year 119 timber berths were granted, of which 33 were portable sawmill berths; 57 cordwood berths; 12 license berths; and 17 berths covering fire-killed timber.

GRAZING LANDS.

The granting of grazing leases is confined to the southern portion of the province of Alberta, the southwestern portion of the province of Saskatchewan, and the Kamloops division of the railway belt in the province of British Columbia. Leases are granted for such lands only as are reported by the Inspector of Ranches, after inspection, as unfit for agricultural purposes. There are in force 1,166 grazing leases, which include a number of leases issued prior to the granting of leases being restricted to the above described districts. These leases cover a total area of 3,293,539 acres, located as follows:—

	Acres.
Manitoba	1,105
Saskatchewan	848,283
Alberta	2,023,169
Railway belt, B.C.	420,982
Total	3,293,539

OFFICE WORK.

The following is a partial statement of the office work performed at Ottawa during the fiscal year:—

Letters received and recorded (including those pertaining to irrigation and parks)	25,500
Letters sent (exclusive of those pertaining to irrigation and parks)	26,103
Plans and sketches prepared	4,586
Cash receipts issued in quadruplicate	1,383
Timber and grazing assignments registered	126
Berths applied for	322
License berths granted	12
Portable sawmill berths granted	33
Cordwood berths granted	57
Fire-killed permit berths granted	17
Licenses for timber berths prepared in duplicate	710
Instructions issued for survey of timber berths	24
Returns of survey of timber berths examined and re-examined	75
Returns of operating sawmills verified and posted	2,996
Timber permits checked and entered	9,396
Ledger accounts kept posted	930
Seizures checked and entered	221
Fire-guarding accounts posted	781
Applications for grazing lands received	1,033
Grazing leases issued	305
Applications for hay lands received	56
Ledger accounts kept posted (grazing)	1,166
Ledger accounts kept posted (hay)	4
Hay permits checked and entered	2,771

I have the honour to be, sir,

Your obedient servant,

B. L. YORK,

Chief of Branch.

'A.'—STATEMENT of Receipts on account of Timber, Grazing, Hay, Fire Tax and Registration Fees for the fiscal year ending March 31, 1911.

—	Timber.	Grazing.	Hay.	Fire Tax.	Registration Fee.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	56,560 55	5,627 68	1,666 50	827 52	8 00	64,690 25
May	50,900 16	5,158 38	742 30	2,394 13	5 38	59,200 35
June	31,485 15	5,937 21	1,028 85	159 44	4 00	38,614 65
July	35,612 38	2.263 40	2,446 60	14 22	6 00	40,342 60
August	26,331 65	5,612 36	1,542 65	257 63		33,744 29
September	16,722 33	5,954 87	148 85	14 10	2 00	22,842 15
October	20,065 46	5,590 80	84 20	117 14		25,857 60
November	44,197 36	4,850 12	35 30	27 14	6 00	49,115 92
December	23,973 37	6,428 26	17 40	22 00		30,441 03
1911.						
January	30,297 09	5,669 82	10 65	21 08	2 00	36,000 64
February	21,027 32	4,577 19	35 11	1,842 27	2 00	27,483 89
March	19,771 65	5,586 48	4 95	5,517 59	2 00	30,882 67
	376,944 47	63,256 57	7,763 36	11,214 26	37 38	459,216 04

Certified correct,

F. LOYER,

Clerk in charge of Accounts,
Timber and Grazing Branch.

'B.'—STATEMENT of Timber Revenue for the fiscal year ending March 31, 1911.

Agency.	Bonus Under License.	Ground Rent Under License.	Royalty Dues Under License.	Permit Fees, Dues and Rental.	Seizures and Fines.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Battleford				263 66		263 66
" collected at head office.				10 00		10 00
Brandon				187 50		187 50
Buffalo Park					60 00	60 00
Calgary		3,600 26	9,191 49	5,843 11	445 48	19,080 34
" collected at head office.		2,805 63		25		2,805 88
Dauphin				6,635 59	1,634 57	8,270 16
" collected at head office.				8 03	52 50	60 53
Edmonton		3,788 25	9,739 08	31,098 91	1,896 69	46,522 93
" collected at head office.	2,215 00	4,804 06			130 00	7,149 06
Estevan				72 50		72 50
Grouard				173 97		173 97
Humboldt				44 48		44 48
Kamloops				1,507 88		1,507 88
" collected at head office.				34 00		34 00
Lethbridge				233 62	5 46	239 08
" collected at head office.				25		25
Medicine Hat				293 45	26 25	319 70
" collected at head office.				12 50	12 50	25 00
Moosejaw				527 50		527 50
New Westminster	34,536 12	29,713 78	34,963 58	9,174 68	9,767 43	118,155 59
" collected at head office.		1,887 76		125 00	329 75	2,342 51
Prince Albert	1,400 00	9,471 75	21,253 69	8,883 81	4,854 60	45,863 85
" collected at head office.		126 95				126 95
Red Deer				447 49	9 00	456 49
Regina				38 00		38 00
Revelstoke	4,168 03	1,871 38	15,777 07	327 55	719 97	22,864 00
" collected at head office.		321 94				321 94
Rocky Mountains Park				1,121 00		1,121 00
Saskatoon				66 50		66 50
" collected at head office.				25		25
Swift Current				253 60	5 20	258 80
" collected at head office.				5 00		5 00
Winnipeg	16,086 64	8,503 94	33,753 15	32,948 79	2,857 41	94,149 93
" collected at head office.		1,098 15		100 00		1,198 15
Yorkton				591 55	27 00	618 55
Yoho Park				270 85		270 85
Jasper Park				1,716 69	15 00	1,731 69
	58,405 79	67,993 85	124,678 06	103,017 96	22,848 81	376,944 47

Certified correct,

F. LOYER,

Clerk in charge of Accounts,

Timber and Grazing Branch.

No. 26.

REPORT OF THE INSPECTOR OF CROWN TIMBER AGENCIES.

Office of Inspector of Dominion Crown Timber Offices,
Winnipeg, Manitoba, June 12, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa.

Sir,—I beg to submit the fifteenth annual report in connection with my work as Inspector of Dominion Crown Timber Agencies for the year ended March 31, 1911. For thirty years past I have been closely identified with the timber business of the department, and, for the past fifteen years, in addition to other duties, have held my present office. In the month of December last it was deemed advisable to relieve me of the duties of Agent of Dominion Lands and Crown Timber Agent for the Winnipeg district, so that I would be able to give full and undivided attention to this business, which, of late years, has grown to large proportions, and become a source of revenue, amounting this year to upwards of $400,000. An assistant was given me in the person of Mr. C. E. Pentz, and an office staff and equipment to carry on the work. During the year I have made a round of all the offices named for my inspection, advice of which you received in the reports upon my work as it was carried on.

In the month of June last, I opened the Crown Timber Office, established at Revelstoke, which was placed in charge of Mr. R. J. Watson. That gentleman resigned the position of agent in the beginning of the year, since which time it was decided to remove the office to Kamloops, and consolidate it with the Lands Branch, the agent, Mr. Cowell, holding the dual position of Agent of Dominion Lands and Crown Timber Agent.

It is with deep regret that I learned of the death, in May last. of Mr. James Leamy, who, for many years, held the position of Crown Timber Agent at New Westminster. Mr. Leamy's services were of great value to the department.

Of the area of timber land, held under license, not more than thirty per cent is being operated upon. This, to a small extent, is due to the timber lying in districts which do not as yet afford facilities for placing the product upon the market. In large proportion the timber is being held as an investment, the increment in value upon which is steadily growing. The licensees of berths granted five years ago and over, who have no mill in connection with their holdings, and are not meeting the requirements of the timber regulations as to the manufacture, are taxed increased rental; in some cases the rental is doubled and in others four times the ordinary rental is charged. The imposing of this penalty is considered a hardship by the licensees whose berths are so situated that they cannot be successfully worked for lack of shipping facilities, but, in the main, the additional rental charge cannot be reasonably held a matter of complaint.

The berths sold during the year brought good prices. ranging from fifty cents to $9.50 per thousand feet, according to the quality and position of the standing timber.

For the past ten years, millions of American capital have been invested in acquiring Dominion timber in the west. The lumbering business is now largely in the control of Americans, who have been forced out of Wisconsin, Michigan and parts of Minnesota, owing to these states being largely denuded of timber. They have shown themselves, in their operations, experienced lumbermen, careful of waste in their bush operations, and to make the most of the manufacture at the mill. This would apply also to our larger Canadian millmen who show equal enterprise and ability in conducting their business.

It is a matter, to my mind, for consideration, whether the time has not been reached for withdrawing the privilege accorded to owners of portable sawmills, in districts which are well supplied with lumber markets stocked by the legitimate lumbermen. The destruction of lumber, through the operations of these itinerant lumbermen, as the result of the method employed in their cutting, and the increased danger from fire in the timber on the tract cut upon, are altogether too great to be met by the small advantage gained by a comparative few, who are served by these mills. Apart from those districts which are remote from a line of railway and from a lumber market, I do not think it is in the public interest to continue to award berths to the owners of portable sawmills. This view, I believe, is shared by all the officers in the west who are familiar with the working of these mills.

From statistics carefully gathered, I am able to give you the amounts of lumber marketed in Manitoba, Saskatchewan and Alberta, during the year:—

From British Columbia mills	620,000,000
From Western Ontario (pine)	140,000,000
From United States	122,000,000
Manufactured within above provinces (spruce)	135,524,202
Total	1,017,524,202

In the quantity of lumber from British Columbia, 88,773,929 feet were cut within the railway belt, upon Dominion Lands, the remainder came from the Mountain and coast mills, operating under provincial license. Owing to the slackness in the lumber trade in the western states, the shipments from the American mills to western Canada, where the market was active, were much larger than for many years past, totalling 122,000,000 feet. In addition to lumber, there was also imported from the United States 9,000,000 lath and 2,000,000 shingles.

I respectfully draw your attention to the particulars given in the following statements attached:—

'A.' Summary of work and revenue.
'B.' Showing timber products manufactured, sold and in stock.
'C.' Timber material authorized to be cut under permits issued.
'D.' Showing number of hay permits issued and amount of hay covered thereby.

The work outlined for the present year in this office includes the making of an audit of the books of the lumbermen operating under Dominion License and Permit for the purpose of checking up the manufacture and sale of timber products as shown thereby with the returns made to the department. Mr. Pentz, my assistant, will be chiefly engaged at this work.

Respectfully submitted,

E. F. STEPHENSON,

Inspector of Crown Timber Agencies.

STATEMENT A.—Summary of Work performed at the Respective Crown Timber Offices during the Year ended March 31, 1911, showing Transactions under Various Heads and Amount of Revenue Collected.

Agency.	Timber and Grazing Branch.								School Lands Branch.				Revenue.	Remarks.
	Bonus.	Ground Rent.	Royalty on Sales.	Timber Permits.	Timber Seizures.	Hay Permits.	Grazing Rentals.	Sundries.	Timber Permits.	Hay Permits.	Grazing Rentals.	Sundries.	$ cts.	
Battleford				335	8	85	2			114	29		1,513 44	
Brandon				115			1		1	102	19	4	818 43	
Calgary		29	34	565	5	99	85	1		178	98		26,993 22	
Dauphin				1,367	53	117			10	117	10		9,526 48	
Edmonton		58	32	2,190	54	533			27	397	30		50,036 21	
Estevan				81		47				116	16		607 74	
Grouard														Returns not received.
Humboldt				155		125	13			184	75	7	1,456 18	
Kamloops				150		15	286						8,330 20	
Lethbridge				89	2	36	69			35	19		2,946 73	
Medicine Hat				606	4	146	260	3		38	52		11,246 86	
Moosejaw				1,984		274	36	24		312	21		3,044 21	
New Westminster	15	315	111	45	42								118,155 59	
Prince Albert	1	24	22	1,298	42	170			16	119	22		47,145 15	
Red Deer				269	1	112	2	18	5	198	26	5	2,037 01	
Regina				58		22			12	256	63		2,535 33	
Revelstoke	3	23	52	10	8			1					22,869 93	
Saskatoon				79		171				153	30		1,315 98	
Swift Current				978	1	245	88		1	141	33		3,163 91	
Yorkton				410	1	100	1			148	21		5,363 15	
Winnipeg	9	114	112	1,331	51	258	1	8	11	299	3	11	98,419 61	
Totals	28	563	363	12,115	272	2,555	844	53	83	2,907	567	27	417,525 36	

E. F. STEPHENSON,

Inspector of Crown Timber Agencies.

STATEMENT B.—Showing manufacture and sale of Timber Products by holders of Timber Berths on Dominion Lands cut under yearly license, during the Departmental year ended March 31, 1911.—Approximately correct; returns not all in.

Agency.	Lumber.			Laths.			Railway Ties.	Shingles.			Saw Logs.		
	Manufactured.	Sold.	On Hand.	Manufactured.	Sold.	On Hand.		Manufactured.	Sold.	On Hand.	Pieces Cut.	Manufactured at Mill.	On Hand.
Calgary	18,035,498	15,382,556	8,258,145	1,696,050	1,696,050	....	....	....	....	....	484,973	407,350	786,841
Edmonton	15,116,146	18,307,198	3,376,143	2,491,280	2,501,780	149,650	49,458	268,000	182,350	856,650	358,976	272,956	237,987
New Westminster	20,823,725	20,823,725	Not known.	....	....	....	250	34,540,000	34,540,000	....	29,115	29,115	....
Prince Albert	33,944,805	33,656,201	6,846,476	4,476,230	5,899,400	1,390,750	144,635	....	....	....	1,568,629	432,458	1,855,506
Revelstoke	67,950,204	67,950,204	Not known.	....	....	....	12,831	3,140,000	3,140,000	....	486,564	486,564	....
Winnipeg	47,369,283	54,000,684	23,103,601	10,293,633	13,669,033	1,179,800	93,815	....	....	....	787,986	1,017,934	1,088,547
	203,239,661	210,120,568	40,584,365	18,957,193	23,766 363	2,720,200	200,989	37,948,000	37,862,350	856,650	3,716,243	2,646,377	3,968,881
Total for year ended March 31, 1910.	214,981,743	279,130,546	50,331,689	23,797,335	27,884,448	5,923,685	165,586	76.131,000	106,977,000	Not known.	Not known.	3,043,731	3,066,760

CUT FOR THE TRADE UNDER PERMIT.

Agency.	Lumber Manufactured.	Lumber Sold.	Lumber On Hand.	Laths Manufactured.	Laths Sold.	Laths On Hand.	Railway Ties.	Shingles Manufactured.	Shingles Sold.	Shingles On Hand.	Saw Logs Pieces Cut.	Saw Logs Manufactured at Mill.	Saw Logs On Hand.
Calgary	4,193,428	3,269,556	1,970,725	....	....	....	....	....	....	....	89,298	67,590	66,242
Edmonton	5,879,222	13,168,949	3,483,736	478,741	479,741	....	7,820	630,000	503,250	....	137,818	99,042	130,676
Kamloops	2,000,000	2,000,000	....	....	....	....	10,700	....	....	....	....	....	....
New Westminster	....	....	....	....	....	....	....	....	....	....	....	....	....
Prince Albert	1,472,808	1,207,646	848,354	....	....	....	....	....	....	....	45,911	34,795	41,800
Revelstoke	....	....	....	....	....	....	....	....	....	....	....	....	....
Winnipeg	13,802,171	16,177,563	1,166,166	....	....	....	....	....	....	....	315,585	311,642	18,448
	27,347,629	35,818,714	7,468,981	478,741	479,741	....	18,520	630,000	503,250	....	588,612	513,069	257,166
Total for year ended March 31, 1910	254,266,647	19,883,226	15,745,011	....	....	....	331,000	....	....	....	Not known.	571,361	116,516

E. F. STEPHENSON,
Inspector of Crown Timber Agencies.

STATEMENT C.—TIMBER Material Covered by Permits Issued at the Respective Agencies, principally to Homestead Settlers, during the Year ending March 31, 1911.

Agency.	Lumber and Logs, Feet, B.M.	Roof Poles.	Fence Posts.	Fence Rails.	Cordwood, Cords.	Mine Props, L. Ft.	Shingles.	Railway Ties.	Telegraph Poles.
Battleford	2,019,896	55,432	75,275	255,380	1,955				
Brandon	58,000	200			686				
Calgary	6,022,471	132,274	650,250	183,027	16,754				1,400
Dauphin	5,220,030	9,300	51,600	10,610	11,742			4,000	
Edmonton	11,534,207	217,717	371,705	1,538,574	1.321		54,000	969,450	18.948
Estevan	9,000	900	2,600	1,600	522				
Grouard	78,950	2,800	4,000	14,500	70				
Humboldt	918,048	18,345	28,710	79,345	655				
Kamloops	2,547,532	3,000	8,400	17,250	3,612			10,700	2,380
Lethbridge	140,596	6,210	12,805	12,290	306	35,000			
Medicine Hat	2,757,195	126,420	135,720	435,475	12,489				
Moosejaw	722,748	389,533	591,080	1,159,915	15,967½				
New Westminster	7,393,848				57		30,790,000	5,000	
Prince Albert	18,236,977	179,768	249,117	91,488	28,212		8,000	6,500	
Red Deer	1,482,461	37,153	54,238	183,634	1,992				310
Regina	21,000	1,600	4,150	1,150	532				
Revelstoke			1,450		1,170				
Saskatoon	116,400	5,700	11,300	19,150	643				
Swift Current	1,733,284	229,258	359,291	999,405	11,949				
Yorkton	2,025,128	6,200	24,970	25,980	1,437				
Winnipeg	*2,340,824	24,785	52,560	73,852	31,785				
Winnipeg	†30,000		18,500		42,982			19,500	
Totals	65,408,595	1,446,595	2,704,721	5,102,625	186,838½	35,000	30,852,000	1,015,150	23,038

* Settlers, permits. †Holders cordwood berths.

E. F. STEPHENSON,
Inspector of Crown Timber Agencies.

STATEMENT 'D' showing the number of Hay Permits and the amount of hay covered thereby, issued to settlers from the different Dominion Land Offices in Manitoba, Saskatchewan, Alberta and British Columbia, for the year ended March 31, 1911.

Agency.	Dominion Lands.		School Lands.		Dues and Fees Collected.
	No. Permits issued.	Tons Hay.	No. Permits issued.	Tons Hay.	
					$ cts.
Battleford	85	4,556	114	2,143	896 15
Brandon	51	869	102	792	193 70
Calgary	99	23,723½	178	9,237½	975 20
Dauphin	117	1,064	117	2,192	544 70
Edmonton	533	10,054	397	8,505½	2,535 95
Estevan	47	1,000	116	1,900	353 05
Grouard	8	463	....	....	....
Humboldt	125	2,005½	184	3,041	650 15
Kamloops	15	232	....	....	36 30
Lethbridge	36	369½	35	848	195 05
Medicine Hat	146	6,569	38	1,326	685 11
Moosejaw	267	5,728½	211	6,047½	1,271 20
New Westminster	....	....	....	....	....
Prince Albert	170	3,898½	119	2,230½	810 01
Red Deer	112	3,682	198	7,343	1,141 50
Regina	20	522	251	5,586	796 95
Revelstoke	....	....	....	....	....
Saskatoon	171	3,367	153	2,819	....
Swift Current	245	4,792	141	2,133	988 98
Winnipeg	250	4,402	299	6,446	1,286 10
Yorkton	95	1,628	134	2,626½	609 00
Totals	2,592	78,925½	2,787	65,516½	13,919 10

E. F. STEPHENSON,

Inspector of Crown Timber Agencies.

No. 27.

REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, MANITOBA, May 18, 1911.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the following report respecting the Winnipeg Crown Timber Office, for the year ending March 31, 1911, to which are appended the following tabulated statements, viz.:—

Schedule 'A,' showing receipts from timber, grazing and hay permits on Dominion lands.

Schedule 'B,' giving the names of berth holders operating under license, and the extent of such operations.

Schedule 'C,' showing the mills operated under permits, including portable sawmills. This statement shows also the quantity of green and fire-killed timber cut last winter under permits on Dominion lands.

Schedule 'D,' furnishing particulars relating to the general office work during the year.

In addition to the timber accounted for by schedules 'B' and 'C,' the following was cut by settlers and others on Dominion lands, viz.:—

SETTLERS' PERMITS.

Three hundred and forty-five permits were issued to settlers authorizing the cutting of the following quantity of timber for use on their farms:—

Lumber (feet B.M.)	1,466,345
Buildings logs (lineal feet)	291,493
Fence rails	73,862
Fence posts	52,560
Roof poles	24,785

Seven hundred and thirteen permits were issued to settlers and others under Section 42 of the Timber Regulations. covering 31,785 cords of wood.

CORDWOOD BERTHS.

Forty-six cordwood berth permits were issued, authorizing the holders thereof to cut the following timber:—

Cords of wood	11,450
Railway ties	19,500
Fence posts	17,000
Lineal feet of logs	10,000

PERMIT BERTHS.

Thirty-eight permits were issued on permit berths (acquired under the old regulations) authorizing the cutting of 25,182 cords of wood, in addition to the lumber accounted for in Schedule 'C.'

SEIZURES.

During the past year 47 seizures were made covering timber cut on Dominion lands, as follows:—

Lumber (feet B.M.)	822,333
Logs (lineal feet)	5,451
Fence posts	36,694
Railway ties	750
Cords of wood	477

The dues and expenses in connection with these seizures amounted to $3,834.24.

HAY PERMITS.

Number of hay permits issued on Dominion lands	250
Tons of hay covered thereby	4,402

CORDWOOD BERTHS.

Thirteen cordwood berth permits were issued, and the holders thereof authorized to cut 4,950 cords of wood and 1,500 fence posts.

PERMIT BERTHS.

Twelve permits were issued on permit berths (acquired under the old regulations) covering 1,400 cords of wood.

A separate report has already been forwarded to the Forestry Branch relating to forest fires in the Winnipeg district during the past fiscal year.

Your obedient servant,

ANDREW FREEMAN,
Crown Timber Agent.

Schedule A.—Statement of receipts from Crown Timber Agency at Winnipeg for Fiscal Year ending March 31, 1911.

Month.	Bonus under License.	Ground Rent under License.	Royalty Dues under License.	Permit Fees, Dues and Rental.	Seizures.	Grazing Lands Rentals.	Hay Permits, Fees and Dues.	Fire Guarding Fees.	Sundries.	Totals.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	1,250 00	2,655 12	3,364 47	888 56	389 58		150 30	9 40	8 00	8,715 43
May	1,625 22	2,406 01	930 78	2,664 27	1,187 01		53 40		5 38	8,872 07
June	2,565 90	2,211 07	2,660 61	1,401 21	349 99		23 30	2 20	2 00	9,216 28
July	Note—Bonuses are collected at head office.	58 00	2,681 19	4,623 15	117 60		184 80			7,664 74
August		36 34	6,134 39	1,382 04	24 00	4 45	146 25			7,727 47
September	4,945 93	300 93	51 70	554 25			10 70			5,863 51
October		59 92	2,161 38	467 04	11 70		50			2,703 54
November		80 45	7,154 99	7,540 32			1 20		2 00	14,778 96
December	3,034 99	263 91	631 13	4,291 53	100 00		1 00			8,322 56
1911.										
January	2,000 00	382 19	3,130 67	5,447 22	104 25			55	2 00	11,066 88
February			2,021 76	2,920 43	213 68	4 45			2 00	5,162 32
March	664 60	50 00	2,830 08	768 77	356 60			90	2 00	4,672 95
Totals	16,086 64	8,503 94	33,753 15	32,948 79	2,857 41	8 90	571 45	13 05	23 38	94,766 71
Head office collections—										
1910.										
April		510 00								510 00
May		452 87								452 87
June		50 00				80				50 80
July		45 28				1 60				46 88
August										
September										
October		15 00					2 00			17 00
November										
December						5 12				5 12
1911.										
January		25 00								25 00
February										
March				100 00			5 31			105 31
Totals		1,098 15		100 00		7 52	7 31			1,212 98
Grand total										95,979 69

SCHEDULE B.—Showing the Sawmills operating within the Winnipeg Agency

No.	Mill Owner.	Location of Mill.	Berth No.	Kind of Power.
1	Burrows, T. A	Grandview	571A	Steam
2	"	Duck Mountain	814	"
3	"	Garland	986	"
4	"		992	"
5	"		1120	
6	Bank of Ottawa	13—32—29 W. 1st	1148	Steam
7	Bank of Toronto	Winnipeg	624	"
8	Bank of Ottawa	7—45—7 W 1st	960	"
9	Canadian Bank of Commerce	Mafeking	1101	"
10	" "	(No mill)	1258	
11	Dauphin Lumber Co	Grandview	575	Steam
12	Davis, T. O	Erwood	1261	"
13	Dare, James A	Grindstone Point.	1023	"
14	Dutton, H. P	Greenbush	1597	"
15	Galloway, Roper	(No mill)	1388	
16	Hambury, John	Brandon	15	Steam
17	Jefferson, W. D.	21—21—1 E	1256	"
18	"	"	1061	
19	"	"	1277	
20	"	"	1127	
21	Keay, R. H	S ½—33—30—30 W. 1st	742	Steam
22	Moore, Ed. D	Rivertown	950	"
23	"		1245	
24	McArthur Co. Ltd., J. D	Grassy Narrows	702Blk 4	Steam
25	" "	Lac du Bonnet	857	"
26	" "		967	
27	" "		1189	
28	" "		965A	
29	" "		1013	
30	McArthur, Peter	Pelican Bay	824	Steam
31	"		838	
32	"		1062	
33	"		1063	
34	"		1145	
35	McClure, J. H	15—19—2 E.	900	Steam
36	"	"	924	
37	McKenzie, Mann & Co	Mistakim	1241	Steam
38	McLennan, Hillson & Rogers	Hudson Bay Junction	964	"
39	Peden, Wm	30—20—22 W. 1st	752	"
0	Robinson Wm	Little Black River	716	"
1	"	"	869	
2	Rosenstock, N. & J	(No mill)	1252	
3	Rutley, James	E ½—12—22—17 W. 1st	888	
[illegible]	Red Deer Lumber Co	Barrows	92	
5	"		823	Steam
6	"		988	
47	"		1051	
48	"		1239	
49	Sinnott, John	Shortdale	27A	Steam
50	Shaw, J. & T	Greenbush	974	"
51	"		980	
52	Thomas, M. J. & S. T	10—18—3 E	603	Steam
53	Thomas, J. T		976	
54	Thompson Lumber Co	9—24—6 E	1254	Steam
55	Williams, W. J. F	30—29—18 W. 1st	944	"
56	Mutchenbacker, Bros	Mafeking	1614	"

under Government License for the Fiscal Year ending March 31, 1911.

Horse Power.	Capacity per 10 hours.	Species of Timber cut.	Manufactured Ft. B.M.	Sold Ft. B.M.	On hand Ft. B.M.
250	70,000	Spruce and tamarack	1,800,000	1,890,000	
100	30,000		314,749	365,749	
60	30,000		2,144,248	3,380,032	1,603,588
			729,263	17,623	711,640
30	10,000	Spruce	300,000	262,699	337,301
150	50,000	" and pine	25,100	907,831	
300	100,000	" tamarack and poplar		586,130	267,812
200	50,060	"	3,893,514	5,072,698	4,441,047
		Cedar			
250	70,000	Spruce	322,733	10.355	312,378
150	20,000	Poplar	68,233	291,397	
50	15 to 20,000	Spruce			
150	50,000	"			
		"			
85	30,000	"	3,439,264	1,957,331	1,481,933
40	8,000	" and tamarack	35,820	24.000	11,820
			49,892	140,000	135,268
			35.820	118,820	
25	8,000	Spruce	375,000	465,000	10,000
45	10,000	" and tamarack		57,000	
					100,000
50	15,000	Spruce and tamarack	693,000		693,000
100	50,000	" "	296,358	367,786	
			42,874	42.874	
			135.776	1,109.686	63,089
			1,714,393	787,456	926,937
70	40,000	Spruce and tamarack	2,457.902	2,144,806	652,734
80	12,000	Spruce and poplar		100,881	
			80,000	195,000	443,650
70	35,006	Spruce	2,186,515	676,268	1,510,247
200	25 to 30,000	"	1.710,381	1,262,461	1,903,188
35	8,000	" tamarack and poplar	45,000	127,000	32,060
120	25,000	" and tamarack	706,357	706,357	
			1,455,150	2.067,150	1,387,640
32	7,000	Spruce, tamarack and poplar	375.468	375,468	
600	120,000	"	4,890,036	9,042,165	1,185,426
			5,001,582	5,806,138	840,426
			2,016,407	4,162,826	551,489
				579,647	
			1,969,426	3,248,612	412,440
40	15,000	Spruce and tamarack	723,537	789,167	50,625
150	50,000	"	5,854,256	4,480,650	1,919,961
			25,106	25 106	
60	20,000	Spruce	84,668	84,668	
		"	10,448	62,847	8,000
50	15,000	"	231,000	221,000	20,000
16	5,000	Spruce and poplar	65,000	78,000	55,000
200	50,000	"	1,034,957		1,034.957
			47,369,283	54,000,684	23,103,601

SCHEDULE B.—Showing the Sawmills operating within

No.	Log Count.			Average per Log Ft. B.M.	Railway Ties.			Laths.	
	Logs Cut.	Logs Manufactured.	Logs on hand.		Manufactured.	Sold.	On hand.	Manufactured.	Sold.
1		39,923		45					
2		4,529		69					
3	53,304	42.656	75,945	50					
4	41,601	13,508	28,093	53					
5	55,009		107,368						
6	6,543	6,180	646	48					
7	151	151		166					
8			73,878						74,000
9	54,304	54,304		71	10,222	10,222	1,315		
10					160	160			
11	8,540	8,540		37					
12		560		121					
13	12,103		12,103						
14	8,938		16,938						
15	34,142		34,142						
16	64,189	65,556	70,015	52					
17	700	700		51					
18	975	975		51					
19	700	700		51					
20	1,200		1,200						
21	7,217	10,287	1,500	36					
22									
23									
24	19,852	19,852		35					
25	3,000	8,300	3,000	35					
26		1,200		35					
27	26,000	3,800	26,000	35					
28	8,927		8,927						
29		48,000		35					
30	9,706	57,637	51,498	42	1,948	747	1,201	13,733	65,483
31			6,831						
32					6,420		6,420		
33			4,172						
34					11,005	7,105	3,400		
35									
36	8,550	2,000	7,650	40					
37		21,017		104	6,506	61,459			
38	32,166	45,233	105,995	37				850,000	575,900
39	1,020	1,520							
40	15,845	19,778	15,845	35					
41	21,998	42,630	21,998	34					
42							2,903		
43	9,617	7,928	3,184	47					
44	115,836	115,303	153,505	42				2,505,650	4,361,450
45	35,200	114,133	90,157	43				2,447,050	3,166,650
46	35,200	48,191	52,375	41				1,036,350	1,866,250
47									
48	46,258	45,799	62,814	43				903,850	1,333,300
49	10,511	16,064	10,209	45					
50	18,269	126,719	30,269	46				2,537,000	2,226,000
51	6,615	320	6,615	78					
52	1,091	2,432		34					
53		1,400	500	28					
54		7,400		21					
55	2,035	2,035	175	32					
56	10,674	10,674		73	14,122	14,122			
	787,986	1,017,934	1,088,547		50,383	93,815	15,239	10,293,633	13,669,033

the Winnipeg Agency under Government License, etc.—*Concluded.*

On hand.	Average Price of Lumber per M. feet.	Number of Returns made.	Date of Last Return.	Remarks.
	$ cts.			
...	17 50	4	March 31, '11.	
...	16 00	4	"	
...	18 00	4	"	
...	16 00	4	"	
...	...	4	"	
...	16 66	4	"	Operated by Durban Lumber Co.
...	16 41	4	"	Operated by D. E. Sprague.
...	15 00	4	"	Operated by Shaw Bros.
...	15 06	4	"	13,442 logs error in count; operated by Mutchenbaker Bros.
...	...	4	"	Operated by John C. Comlins.
...	14 00	4	"	
...	15 00	4	"	
...	...	4	"	
...	...	4	"	14,885 logs destroyed by fire.
...	...	4	"	
...	20 00	4	"	
...	16 50	4	"	
...	16 50	4	"	
...	18 62	4	"	
...	...	4	"	
...	14 50	4	"	
...	18 00	4	"	
...	...	4	"	
...	...	4	"	Operated by the Beaver Lumber Co.
...	16 50	4	"	
...	16 00	4	"	
...	17 00	4	"	
...	...	4	"	
...	17 00	4	"	
1,700	20 23	4	"	
...	...	4	"	
...	...	4	"	
...	...	4	"	
...	...	4	"	500 railway ties destroyed by fire.
...	14 00	4	"	
...	15 50	4	"	
...	...	4	"	
790,100	18 35	4	"	
...	16 50	4	"	
...	18 00	4	"	
...	18 00	4	"	
...	...	4	"	
...	10 00	4	"	
3,650	16 81	4	"	
...	16 81	4	"	
...	16 81	4	"	
...	16 25	4	"	
...	16 25	4	"	
...	16 31	4	"	
384,350	20 21	4	"	Operated by Great West Lumber Co.; 48,502 logs destroyed by fire.
...	15 00	4	"	Operated by Tisdale Lumber Co.
...	15 66	4	"	
...	15 66	4	"	Error in returns; 994 logs to be written off.
...	17 00	4	"	
...	17 25	4	"	
...	...	4	"	

SCHEEULE C.—Showing the Mills (including the Portable Mills) operating within the

No.	Mill Owner.	Location of Mill.	Berth No.	Species of Timber Cut.	Lumber.	
					Manufactured, Ft. B. M.	Sold Ft. B. M.
	Portable Sawmill Berths.					
1	Blackburn and Somerville	27-32-20 W 1st.	1508	Spruce and poplar	.....	85,000
2	Butson, W. F	N W 27-39-25 W 1st.	1636	"	40,000	32,000
3	Cockerill, Chas.	24-27-27 W 1st.	1740	"	36,000	27,000
4	Fulton, Thos.	Etoimami	1345	"	.....	146,270
5	Funisson, Keis	S E 14-24-3 E.	1718	"	112,500	25,000
6	Funisson, Sigt	N W 12-23-3 E.	1754	"	.....	.....
7	Gamache, P.	5-23-2 W 1st.	1531	"	.....	76,311
8	Gamache, A. J.	5-23-2 W 1st.	1757	"	.....	.....
9	Gunn, D. J	N E 1-37-8 W 1st	1623	"	28,000	14,000
10	Hall, Erik	SE24-18 18 W 1st	1483	"	.....	21,264
11	" "	" "	1755	"	33,700	20,000
12	Hayes, Geo	SW6-36-23 W 1st	1739	"	.....	.....
13	Henry, Wm.	S W 11-16-8 E.	77SL	Spruce and tamarack	40,000	110,000
14	Hodgins, Alex	NW14-23-6 W1st	1601	Spruce	155,000	100,009
15	Hunter, J. D	N W 15-36-24 W 1st.	1608	Spruce and tamarack	16,687	16,687
16	" "	" "	1662	" "	10,787	2,505
17	Keale, John	4-20-2 E.	107SL	Spruce and poplar	.....	.....
18	Keillor, Alex.	NE10-33-28W1st	1588	Spruce	.....	100,000
19	Little, Wm	11-16-8 E.	72SL	Spruce and poplar	.....	40,829
20	Marshall, John.	17-23-4 W 1st.	1582	Spruce	107,100	148,100
21	Mason, James.	SW31-18-15W1st	1763	"	86,228	74,000
22	Maxchenski, John	Net Point	1542	"	.....	32,650
23	Matheson, H. W.	NW 7-26-8 W 1st	1748	"	10,000	6,445
24	McHaffie, Peter.	S E 4-38-27 W 1st	1576	"	50,000	93,000
25	McDougall, Alex.	N W 25-22-14 W 1st.	1751	"	37,000	37,000
26	Oddleifsson, G.	I-21-2 E	1559	"	.....	79,000
27	Patton, Austin	NE17-18-17W1st	64SL	Spruce and tamarack	.....	58,100
28	Poitras, Pierre.	N W 26-4-11 E.	1646	Spruce and poplar	73,000	33,000
29	Parkinson, Wm.	NE27-39-26W1st	1761	" "	113,570	54,790
30	Walstrom, V.	26-18-7 W1st.	1482	Spruce and tamarack	.....	77,000
31	"	" "	1482	" "	25,000	15,000
					1,001,572	1,524,951
	Permit Berths (Old System).					
32	Burrows, T. A.	Grandview	827	Spruce and tamarack	.....	75,184
33	Caverly, Jeff.	17-38-28 W 1st.	966	" "	439,874	2,184,293
34	Serkan & Smith	Siglunes	1090	Spruce	115,600	151,000
35	McArthur, J. D.	Lac du Bonnet.	793	Spruce, tamarack and poplar	14,286	14,286
36	"	.....	1543	.....	.....	.....
					1,574,332	3,949,714
	Special Permit Berths, covering green, and fire killed timber.					
37	E. F. Piper	.....	1692	Spruce	11,617	Logs
38	Cowan Construction Co., Ltd.	.....	1680	"	81,247	"
39	" "	.....	1700	"	16,480	"
40	Great West Lumber Co.	.....	1693	"	17,094	"
41	" "	.....	1694	"	54,279	"
42	" "	.....	1696	"	69,160	"
43	" "	.....	100SL	"	9,641	"
41	West Lumber Co.	.....	1695	"	10,006	"
					269,518	

Winnipeg Agency, under Government Permits, for the Fiscal Year ending March 31, '11.

Log Count.				Average per Log Ft. B. M.	Average Price of Lumber per M. ft.	No. of Returns Made.	Date of Last Return.	Remarks.
On Hand Ft. B. M.	Logs Cut.	Logs Manufactured.	Logs on Hand.		$ cts.			
....	....	....	....	....	14 00	1	June 30, '10....	Cancelled.
8,000	600	500	100	80	12 00	3	Dec. 31, '10....	
9,000	2,690	600	2,090	45	15 56	1	Mar. 31, '11....	
....	....	....	....	....	18 00	4	" "	Cancelled.
87,500	2,500	2,500	....	45	12 00	2	" "	
....	900	....	900	....	....	1	" "	
....	....	....	....	...	14 33	3	Nov. 25, '10....	Cancelled.
....	747	....	747	.	....	1	Mar. 31, '11 ..	
29,000	707	700	272	102	14 66	3	Dec. 31, '10....	
....	..	....	....	....	13 00	1	June 30, '10...	Cancelled.
13,700	1,832	1,100	732	30	12 00	1	Mar. 31, '11....	
....	....	....	....	....	....	....	....	First return not yet received.
15,000	1,339	1,339	....	29	20 00	4	Mar. 31, '11....	
55,000	1,760	3,860	....	40	16 00	4	" "	
....	....	440	....	37	15 00	1	June 30, '10....	Cancelled.
8,282	1,168	120	1,048	89	14 50	3	Mar. 31, '11....	
....	2,125	....	2,125	....	....	1	" "	
....	....	....	....	....	12 00	3	Dec. 31, '10...	
....	200	....	200	....	15 00	4	Mar. 31, '11 ...	
....	3,800	5,300	....	20	12 00	1	June 30, '10....	Cancelled.
12,228	5,819	5,507	312	15	13 00	1	Mar. 31, '11....	
....	....	....	....	....	18 66	3	Dec. 31, '10....	Cancelled.
33,555	1,263	941	322	42	16 00	1	Mar. 31, '11....	
56,000	500	1,000	500	50	15 00	2	Sept. 30, '10....	
....	975	925	50	40	15 00	1	Mar. 31, '11....	
....	..	....	1,000	....	14 00	4	" " ...	
....	....	....	....	....	14 00	1	June 30, '10....	Cancelled.
40,000	3,028	2,878	150	25	15 00	4	Mar. 31, '11....	
58,780	1,700	1,600	100	31	13 00	1	" "	
....	....	....	....	....	14 66	3	Nov. 30, '10 ...	Cancelled.
10,000	1,400	900	500	16	15 00	1	Mar. 31, '11 ...	
436,045	35,053	30,210	11,148					
....	....	....	....	....	16 00	3	Jan. 31, '11 .	Cancelled.
596,521	7,514	7,514	....	58	17 50	4	Mar. 31, '11....	
133,600	....	4,000	....	28	16 50	4	" "	
....	2,000	400	2,000	35	18 00	4	" "	
....	1,500	....	5,300	....	....	4	" " ...	
1,166,166	46,067	42,124	18,448					

	Ft. B. M.
Scaling (Scribner's rule)..	753,103
" " ..	5,115,645
" " ..	1,068,114
" " ..	635,858
" " .	1,641,817
" " ..	2,384,827
" " ..	292,152
" " ..	333,333
	12,227,849

SCHEDULE D.—General Office Return of the Crown Timber Agency, Winnipeg, for Fiscal Year ending March 31, 1911.

Particulars.	Number, &c.	As compared with previous year. — Increase.	As compared with previous year. — Decrease.	Remarks.
Letters received	18,218	....	3,508	Including land department
Letters written	20,616	....	510	No separate record kept.
Permits subject to dues issued	578	201	....	
Free Permits issued	683	106	....	
Seizures made	57	4	....	
Mill Returns received and verified	632	39	....	
Mills operating under government license	31	....	....	
Mills operating under government permits	28	2	....	
Quantity of lumber manufactured, under license	47,369,283	....	12,800,659	
Quantity of lumber sold, under license	54,000,684	....	18,960,549	
Quantity of lumber on hand, under license	23,103,601	....	8,436,232	
Average price at which lumber sold per M	$16.52	$1.89	....	
Hay permits issued	251	79	....	

No. 28.

REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Edmonton, Alberta, May 30, 1911.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of the Edmonton Crown Timber Agency for the financial year ending March 31, 1911.

As anticipated in my last annual report operations this year have been on a much larger scale than formerly, and a number of licensed berths in the western portion of the agency have commenced operations during the past winter, and several powerful and up to date mills are now in course of erection on the Macleod and Athabaska rivers; there should, therefore, be a notable increase in the cut during the coming year. The group of berths on the Saskatchewan river report a log cut of about twenty million feet during the past winter, the whole of which timber will be manufactured at the Edmonton mills. Operations in the southern Red Deer portion of the agency have also been larger this winter, the advent of the Canadian Northern and Alberta Central railways building to the Brazeau coal fields having made it possible for berth holders to place their lumber on the market in the immediate future.

Numerous private cruisers are at work in the agency and many applications for new berths have been and will be received.

The needs of the settlers are being met by one hundred and one portable sawmills, cutting under settlers' permits, each mill owner reporting to this office and careful record of the work being kept here. In fact, the quantity of timber cut by settlers at these mills will probably equal if not exceed the amount cut under license and permit by the larger operators.

The timber berths at present held under license in this agency number 130, each making quarterly returns; of these 32 were operated during the period; in addition there are 19 portable sawmill berths, and 15 cordwood berths.

During the year a number of railway construction timber permits were issued, covering 968,500 railway ties, and as a large number of ties were also cut by the holders of licensed berths, the number of ties delivered to the various companies should largely exceed a million.

The new Rocky Mountains forest reserve now being located is situated largely in this agency and will be of inestimable value in protecting the headwaters of the numerous rivers rising in the foothills, and providing a future source of timber supply for the prairie country to the east.

The year's manufacture of lumber was as follows:—

	Ft. B.M.
(*a*) By licensed berth holders..	15,116,146
(*b*) By permit berth holders..	5,879,222
(*c*) By portable sawmills under settlers' permits..	9,236,244

Timber permits issued during the year covered the following: 1,609,516 lineal feet building logs; 5,638,832 feet B.M. sawn lumber; 1,538,574 fence rails; 217,717 roof poles; 371,795 fence posts; 1,321 cords of wood; 968,500 8-feet railway ties; 18,948 telephone poles.

The following schedules accompany the return, under separate cover:—

'A.'—Statement of receipts.

'B.'—Sawmills operating under government license.

'C.'—Mills, including portable sawmills, operating under permit.

'D.'—General office return.

It will be noticed that the revenue collected again shows a remarkable increase, from $37,719.79 to $52,716.50.

Your obedient servant,

K. W. MACKENZIE,

Crown Timber Agent.

SCHEDULE A.—STATEMENT of Receipts from Crown Timber Agency at Edmonton for Fiscal Year ending March 31, 1911.

Month.	Bonus under license.	Ground rent under license.	Royalty dues under license.	Permit fees, dues and rental.	Seizures.	Hay permits fees and dues.	Totals.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	NOTE.—Bonuses are collected at Head Office.	323 12	1,738 31	2,752 97	256 93	373 05	5,444 38
May		2,056 72	223 18	397 62	88 75	70 50	2,836 67
June		78 72		145 84	247 36	163 95	635 87
July		488 75	771 92	10,928 14	46 60	360 60	12,596 01
August		180 99		1,661 78	341 05	438 00	2,621 82
September		30		328 05	40 20	55 80	424 35
October		83 30	2,972 27	3,235 70	140 59	43 90	6,475 76
November		83 84	54 90	1,814 13	39 20	3 90	1,995 97
December				3,961 34	43 60	2 70	4,007 64
1911.							
January		492 33	723 60	2,043 57	278 55	35	3,538 40
February			1,766 90	1,335 73	156 82		3,259 45
March		18	1,488 00	2,494 04	217 04	1 60	4,200 86
Totals		3,788 25	9,739 08	31,098 91	1,896 69	1,514 25	48,037 18
Collected at Head Office—1910.							
April							
May							
June		367 30					367 30
July							
August		11					11
September							
October		2,625 00					2,625 00
November	1,210 00	461 93					1,671 93
December		14 98					14 98
1911.							
January							
February							
March							
Total	1,210 00	3,469 32					4,679 32
Grand total							52,716 50

SCHEDULE B.—Showing the Sawmills operating within the Edmonton Agency

No.	Mill Owner.	Location of Mill.	Berth No.	Kind of Power.	Horse Power.
1	D. R. Fraser & Co	Edmonton	9, blocks 5 & 6	Steam	280
2	John Walter	Edmonton and Strathcona.	"	"	260 & 425
3	D. R. Fraser.	Edmonton	788	"	As above.
4	W. E. McDougall.	Berth	863	"	40
5	Jno. Walter	Edmonton and Strathcona.	887	"	As above.
6	Foulger & Rowley	Pigeon Lake	949	"	90
7	Jno. Walter	Edmonton and Strathcona.	956	"	As above.
8	"	" "	1008	"	"
9	D. R. Fraser & Co	Edmonton	1008	"	"
10	Blain & McKelvey	Berth	1019	"	
11	D. McDonald et al.	"	1040	"	
12	W. B. McPherson	"	1065	"	15
13	F. R. Pettephers.	"	1079	"	30
14	Edmonton Trust Co., operated by Hislop & Goodridge	Entwistle	1088	"	75
15	D. R. Fraser & Co	Edmonton	1091	"	As above.
16	John Walter.	Edmonton and Strathcona.	1092	"	
17	T. A. Burrows.		1093	"	
18	"		1094	"	
19	John Walter, operated by H. L. McInnis		1095	"	
20	T. A. Burrows		1099	"	
21	Edmonton Trust Co., operated by Edmonton Lumber Co.	Edmonton	1125	"	275
22	D. R. Fraser & Co	"	1141	"	As above.
23	"	"	1156	"	"
24	Lawrence Garnean	Berth	1172	"	
25	J. J. Anderson.		1185	"	35
26	John Walter.	Edmonton and Strathcona.	1211	"	As above.
27	The Valley Lumber Co.	Berth	1216	"	35
28	John Walter.	Edmonton and Strathcona.	1242	"	As above.
29	D. R. Fraser & Co	Edmonton	1242	"	"
30	Edmonton Lumber Co. (operators).	"	1262	"	"
31	John Walter	Edmonton and Strathcona.	1289	"	"
32	Alex. Smith		1335	"	
33	The North West Lumber Co.		1340	"	
34	John Walter	Edmonton and Strathcona.	1353	"	As above.
35	D. J. Dunn	Berth	1394	"	35
36	John Walter	Edmonton and Strathcona.	Unmarked logs	"	As above.
37	D. R. Fraser & Co	Edmonton	"	"	"

under Government License for the Fiscal Year ending March 31, 1911.

Capacity per 10 hours.	Species of Timber cut.	Lumber.			Log Count.		
		Manufactured.	Sold.	On hand.	Logs Cut.	Logs Manufactured.	Logs on hand.
		Ft. B.M.	Ft. B.M.	Ft. B.M.			
40 M	Spruce and poplar....	23,328	58,077	....	......	384	368
75 M each	″	273,259	273,259	....	4,759	4,559	200
As above.	″	....	....	....	6,000	....	6,000
14 M	Spruce and tamarac. .	298,397	263,087	65,310	743	5,649	5,896
As above.	Spruce and poplar....	865	435,228	....	....	22	935
23 M	Spruce and tamarac. .	1,833,824	2,076,207	200,000	....	36,298	....
As above.	Spruce and poplar....	1,220,225	1,435,849	....	17,557	20,814	2,182
″	″ ...	129,382	129,382	....	3,503	2,128	1,375
″	″ ...	2,147,987	1,504,846	643,141	37,409	35,914	1,494
....	″	401,230	367,294	33,936	23,644	8,576	38,044
....	″	106.154	55,531	50,620	3,200	2,290	910
7 M	″	413,630	426,549	266,518	12,965	11,359	2,900
6 M	″	535,798	268,253	400,000	9,926	9,926	....
20 M	″	450,000	234,137	215,863	25,100	9,100	16,000
As above.	....	1,084	74,722	....	....	18	8,220
....	Tamarac..........	....	....	....	....	....	....
....	Tamarac and spruce..	....	....	....	15.872	....	15,872
....	Tamarac..........	....	....	....	....	....	....
....	Tamarac and spruce..	....	....	96,000	....	....	....
....	″ ..	90,390	90,390	....	2,783	2,783	....
35 M	Spruce and poplar....	....	....	....	8,207	....	8,207
As above.	″	....	125,707	....	....	....	....
″	Spruce	2,265,112	5,265,173	452,216	42,729	42,976	8,665
....	″	356,673	240,156	296,757	12,358	8,856	3,592
10 M	″	....	29.760	....	....	....	4
As above.	″	755,727	1,096,403	....	10,290	12,497	25,523
7 M	″	299,680	159,680	140,000	43,331	1,874	41,457
As above.	Spruce and tamarac. .	2,223,501	1,717.081	515,782	36,665	36,856	10,895
″	Spruce	517,689	517,689	....	9,300	8,677	623
″	″	....	505.050	....	....	....	....
″	″	61,085	61,085	....	....	1,469	10,929
....	Spruce and tamarac. .	147,706	147,706	....	....	....	....
....	Spruce	....	....	....	26,265	....	26,265
As above.	″	177,290	352,764	....	....	3,020	1,431
10 M	″	353,802	353,802	....	6,370	6,370	....
As above.	″	15,382	15,382	....	....	253	....
″	....	16.946	16,946	....	....	288	....
		15,116,146	18,307,198	3,376,143	358.976	272,956	237,987

SCHEDULE B.—Showing the Sawmills operating within the

No.	Average per Log.	Railway Ties.			Laths.		
		Manufactured.	Sold.	On hand.	Manufactured.	Sold.	On hand.
	Ft. B.M.						
1	60·7						
2	59·9						
3							
4	52·8						
5	39·3						
6	50·8						
7	58·6				384,000	384,000	
8	60·8						
9	59·8				805,630	805.630	
10	46·7						
11	46·3						
12	36·4					4,950	
13	53·9						
14	49·4	4,974	4,804				
15	60·2						
16							
17							
18							
19							
20	32·5						
21							
22							
23	52·7					5,550	
24	40·2						
25							
26	60·4						
27		39,965		39,965			
28	60·3	4,519	4,519		1,301,650	1,301,650	
29	59·6						
30							
31	41·5						
32							
33							
34	58·7						
35	55·5						
36	60·8						
37	58·8						
		49,458	9,323	39,965	2,491,280	2,501,780	

m onton Agency under Government License, &c.—*Concluded.*

Shingles.			Average Price of Lumber per M. ft.	No. of Returns made.	Date of Last Return.	Sundries.	
Manufactured.	Sold.	On hand.				Manufactured.	Sold.
			$ cts.				
...	...	...	16 00	1	Dec. 31, 1910....		
...	...	...	16 00	1	" 31, 1910. ..		
...	...	...	...	1	" 31, 1910....		
...	...	...	19 00	4	Mar. 31, 1911....	Piling. 20,110	Piling. 14,260
...	...	...	16 00	2	Dec. 31, 1910 ...		
...	...	...	12 00	4	Mar. 31, 1911....	Fence posts. 2,034	Fence posts. 2,034
...	...	...	16 00	1	Dec. 31, 1910 ...		
...	...	...	16 00	3	" 31, 1910....		
...	...	...	16 00	1	" 31, 1910....		
...	...	...	20 00	4	Mar. 31, 1911...		
...	...	...	12 00	4	" 31, 1911....		
...	...	...	17 25	4	" 31, 1911 ...		
...	...	...	17 00	4	" 31, 1911 ..		
...	...	...	19 80	3	" 31, 1911....		
...	...	...	16 00	1	Dec. 31, 1910...		
...	...	...	...	4	Mar. 31, 1911 ...	Piling. 14,400	Piling. 14,400
...	...	...	...	4	" 31, 1911. ..	Piling. 10,320	Piling. 10,320
...	...	...	...	4	" 31, 1911....	Cordwood. 200	Cordwood. 200
...	...	...	...	4	" 31, 1911....		
...	...	...	...	3	" 31, 1911....	Piling. 38,580	Piling. 38,580
...	...	...	...	3	Dec. 31, 1910 ..		
...	...	...	15 00	1	" 31, 1910.. .		
...	...	...	16 00	1	" 31, 1910....		
268,000	182,350	85,650	22 00	4	Mar. 31, 1911 ...		
...	...	...	...	3	" 31, 1911....		
...	...	...	16 00	4	" 31, 1911 ..		
...	...	...	14 00	4	" 31, 1911 .		
...	...	...	16 00	1	Dec. 31, 1910 ...	Piling. 14,893	Piling. 14,893
...	...	...	15 00	1	" 31, 1910....		
...	...	...	15 00	1	" 31, 1910 ...		
...	...	...	6 00	1	" 31, 1910....		
...	...	...	...	4	Mar. 31, 1911....	Piling. 53,502	Piling. 53,502
...	...	...	...	4	" 31, 1911....		
...	...	...	16 00	1	Dec. 31, 1910....		
...	...	...	18 00	3	Mar. 31, 1911...		
...	...	...	16 00	1	Dec. 31, 1910....		
...	...	...	15 00	1	" 31, 1910....		
268,000	182,350	85,650		95	Piling........... Fence posts ..... Cordwood.	151,805 2,034 200	145,955 2,034 200

SCHEDULE C.—Showing the Mills (including the Portable Mills) operating ending

Mill Owner.	Location of Mill.	Berth No.	Species of Timber Cut.	Lumber.			Log Count.		
				Manufactured. Ft. B.M.	Sold Ft. B.M.	On hand. Ft. B.M.	Logs cut.	Logs Manufact'd.	Logs on hand.
Isaie Gagnon..	Athabaska L'g	1298	Spruce..	......	186,000	......	......	......	......
John Walter..	Ed'n& Strat'ca	1306	Spr'ce & poplar.	1,346,998	118,656	1,228,340	75,807	22,590	64,207
do ..	"	Order in Council 10-7-07.	" .	658,704	2,517,430	265,715	......	10,747	17,101
Edmonton Lumber Co.	Edmonton....	" ..	" .	......	50,756	......	......	......	......
Henry Meyer..	Berth.........	1308	" .	......	100,460	30,000	......	......	......
J. A. L. McDougall.	"	1309	" .	......	16,750	......	......	......	......
H. L. McInnis.	"	1329	Spruce&	......	90,000	......	......	......	......
J. E. Gibeault.	"	1381	poplar.	37,525	36,500	55,206	......	1,198	......
H. A. Calder..	"	1477	" .	965	965	......	......	16	1,032
John Walter..	Ed'n& Strat'na	1486	" .	281,577	3,424,294	260,048	......	4,582	2,364
do ..	" .	1487	" .	294	1,461,896	294	......	5	5,538
Louis Lagasse.	Berth.........	1489	" .	33,000	30,000	53,000	......	600	......
John Walter..	Ed'n& Strat'na	1493	" .	232,286	1,910,839	232,296	......	3,886	1,511
Hislop and McPhee.	Entwistle.....	1496	" .	......	270,000	......	......	......	10,000
John Walter...	Ed'n& Strat'na	1497	" .	41,027	26,995	14,032	......	684	14,858
Short & White.	Berth.........	1505	" .	......	15,152	......	......	......	......
Emil Baril....	"	1546	" .	......	20,000	......	......	......	......
Frank Mearon.	"	1562	Spruce&	......	......	......	......	......	400
Henry Clemes.	"	1570	poplar..	157,622	179,622	......	310	1,927	......
Wm. Brunelle.	"	1571	" .	......	70,160	......	......	......	......
J. Batly.......	"	1575	" .	......	12,454	......	......	......	......
W. J. Dent. ..	"	1579	" .	12,000	42,000	......	......	500	......
F.D. Pritchard	"	1592	" .	13,763	20,302	......	......	171	......
E. J. Dowsett.	"	1599	" .	......	38,719	24,953	......	......	......
Peter McPhee.	"	1602	" .	40,000	527,523	......	1,100	1,100	......
Jn. Zaczkowski	"	1604	" .	243,685	105,184	436,368	4,020	3,520	900
W. J. Cummings.	"	1620	" .	172,500	172,500	......	2,707	3,207	......
Emil Baril....	"	1628	" .	160,000	160,000	......	......	3,200	......
John Anderson	"	1647	" .	244,483	238,506	5,977	2,777	2,727	50
E. O. Hankedahl.	"	1652	" .	102,698	65,512	37,186	6,204	1,300	4,904
P. Maisoneuve.	"	1653	" .	164,154	154,154	10,000	3,675	3,675	......
A. W. de H. Smith.	"	1654	" .	250,542	240,542	10,000	2,249	1,787	462
W.S. Heffernan	"	1663	Spruce.	980,160	420,000	560,160	13,932	13,932	......
F. X. Papineau	"	1664	Spr'ce &	28,497	28,497	......	1,760	1,160	600
Wm. Brunelle.	"	1691	poplar..	200,000	......	200,000	9,000	6,500	2,500
S. D. Reed....	"	1719	" .	64,553	60,000	4,553	1,800	1,600	200
W. J. Dent. ..	"	1743	" .	112,917	62,917	50,000	3,500	3,500	......
Empire Supply Co.	Edmonton and Strathcona.	Permit No. 140,029	" .	299,272	293,664	5,608	8,977	4,928	4,049
Operations of Jno. Walter.	....	....	....	......	......	......	......	......	......
Totals.....	....	....	....	5,879,222	13,168,949	3,483,736	137,818	99,042	130,676

within the Edmonton Agency, under Government Permits, for the Fiscal Year March 31, 1911.

Average per Log. Ft. B.M.	RAILWAY TIES.			Average price of lumber per M. feet.	No. of returns made.	Date of last return.	SUNDRIES.	
	Manufactured	Sold.	On hand.				Manufactured.	Sold.
				$ cts.				
....	....	....	....	20 00	3	Nov. 30, 1910......		
59·6	....	....	....	16 00	1	Dec. 31, 1910......	Lath.	Lath.
61·3	....	....	....	16 00	1	" 31, 1910.....	426,000	426,000
....	....	....	....	16 00	1	" 31, 1910.....		
....	....	....	....	11 00	4	Mar. 31, 1911......		
....	....	....	....	9 00	3	Dec. 31, 1910.....		
....	....	....	....	15 00	2	Mar. 31, 1911......		
31·3	....	....	....	10 00	3	" 31, 1911.....		
60.3	....	....	....	16 00	1	Dec. 31, 1910.....		
61·4	....	....	....	16 00	1	" 31, 1910......	Lath.	Lath.
58·8	1,500	7,820	....	16 00	1	" 31, 1910......	52,741	52,741
55·0	....	....	....	8 00	4	Mar. 31, 1911......		
59.7	....	....	....	16 00	1	Dec. 31, 1910.....		
....	....	....	....	17 00	4	Mar. 31, 1911		
60·0	....	....	....	16 00	1	Dec. 31, 1910.....		
....	....	....	....	16 00	4	Mar. 31, 1911.....		
....	....	....	....	12 50	3	Dec. 31, 1910......	12,000	Ft. B.M. burnt.
....	....	....	....	....	...	" 31, 1910.....		
81·0	....	....	....	10 00	4	Mar. 31, 1911......		
....	....	....	....	15 00	3	Dec. 31, 1910.....		
....	....	....	....	....	.....	....	Disposed of to Indians on Saddle Lake Reserve.	
24·0	....	....	....	9 00	4	Mar. 31, 1911....		
80·4	....	....	....	9 00	1	" 31, 1910	Shingles.	Shingles.
....	....	....	....	15 00	4	" 31, 1911......	313,500	195,750
33·3	....	....	....	17 50	4	" 31, 1911.....		
69·2	....	....	....	15 00	4	" 31, 1911......		
53·7	....	....	....	11 00	3	" 31, 1911.....	195,000	195,000
50·0	....	....	....	13 00	2	Sept. 30, 1910 ..	60,000	60,000
89·6	....	....	....	10 00	4	Mar. 31, 1911......		
79·9	....	....	....	16 00	4	" 31, 1911....		
44·9	....	....	....	13 00	4	" 31, 1911......	61,500	52,500
....	....	....	....	10 50	4	" 31, 1911......		
70·2	....	....	....	25 00	2	" 31, 1911......		
24·5	....	....	....	12 00	3	" 31, 1911 ...		
30·7	....	....	....	....	2	" 31, 1911.....	Piling.	Piling.
40·3	....	....	....	11 00	2	" 31, 1911 ..		
32·2	....	....	....	10 00	1	" 31, 1911......	1,328	1,328
60·9	....	....	....	16 00	1	Dec. 31, 1910	4,892	4,892
....	....	....	....	....	....	Lath........	478,741	499,741
						Shingles.....	630,000	503,250
						Piling.	6,220	6,220
....	1,500	7,820	....	....	94			

SCHEDULE D.—General Office Return of the Crown Timber Agency, Edmonton, for fiscal year ending March 31, 1911.

Particulars.	Numbers, &c.	As compared with previous year. — Increase.	As compared with previous year. — Decrease.
Letters received	Included in Dominion Lands Return.		
Letters written	16,218	"	"
Permits subject to dues issued	398	61	
Free permits issued	1,387		63
Seizures made	41		42
Mill returns received and verified	600		26
Mills operating under government license	17	10	
" " permits	20	3	
Quantity of lumber manufactured, under license	15,116,146	8,295,150	
" " sold	18,307,198	8,375,078	
" " on hand	3,376,143		2,670,148
Average price at which lumber sold	$16 00		
Hay permits issued	494	217	

No. 29.

REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Calgary, Alberta, May 8, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to inclose herewith the following statements for the twelve months ending March 31, 1911.

Schedule 'A,' statement of receipts on account of crown timber, covering the period referred to, amounting to $32,070.95.

Schedule 'B,' showing the sawmills within the Crown Timber Agency in operation under government license to March 31, 1911.

Schedule 'C,' showing the portable sawmills operated under permit to the said date.

Schedule 'D,' general office work.

You will observe that the quantity manufactured from licensed berths during the twelve months amounted to 18,035,498 ft. B.M., quantity sold 15,382,556 ft. B.M., manufactured by portable mills under permits 4,134,344 ft. B.M. lumber, quantity sold 3,255,584 ft.; total quantity on hand, 10,183,758 ft.

In addition to the 22,169,842 ft. B.M. manufactured as above stated, there has probably been about 150,000,000 ft. brought into this province from the province of British Columbia, but apparently nothing has been imported from the United States.

The lumber trade would appear to be in a prosperous condition.

I would estimate that the log crop amounted to 19,164,000 ft., in addition to say 9,120,000 ft., estimated as being the quantity left over from the cut of 1909 and 1910, which will make 28,284,000 ft., which the mill owners will require to manufacture into lumber during the season.

I may add that $15.77 per thousand ft. B.M. is the average price at which the lumber taken from licensed and permit berths sold during the past year.

Your obedient servant.

J. R. SUTHERLAND,

Crown Timber Agent.

SCHEDULE A.—Statements of Receipts from Crown Timber Agency at Calgary for Fiscal Year ending March 31, 1911.

Month.	Ground rent under license.	Royalty dues under license.	Permit fees, dues and rental.	Seizures.	Grazing Lands Rentals.	Hay Permits Fees and Dues.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	509 62	2,728 35	2,722 41	......	425 87	25 40	6,411 65
May	606 45	......	230 12	......	545 12	6 50	1,388 19
June	251 26	86 98	83 49	......	1,343 63	46 60	1,811 96
July	528 15	1,623 44	226 33	......	324 44	126 20	2,828 56
August	8 93	9 38	122 97	......	6 36	98 05	245 69
September	......	......	27 95	1 25	106 77	3 90	263 62
October	741 82	1,336 98	321 19	310 21	590 93	5 60	3,306 73
November	953 77	2,041 21	504 72	......	203 07	......	3,702 77
December	......	......	71 52	10 02	500 23	......	581 77
1911.							
January	26	1,362 16	1,118 09	......	501 86	......	2,982 37
February	......	2 99	115 40	25	187 13	......	305 77
March	......	......	298 92	......	85 43	......	384 35
Totals.	3,600 26	9,191 49	5,843 11	445 48	4,820 84	312 25	24,213 43
Amount paid at Head Office	......	......	......	......	......	......	7,857 52
							32,070 95

Certified correct,

T. W. BRYANT,

Acting Agent Dominion Lands.

SCHEDULE B,—Showing the Sawmills operating within the Calgary Agency under Government License for the Fiscal Year ending March 31, 1911.

No.	Mill Owner.	Location of Mill.	Berth No.	Kind of Power.	Horse Power.	Capacity per 10 hours.	Species of Timber cut.	Lumber.		
								Manufactured Ft. B.M.	Sold Ft. B.M.	On hand Ft. B.M.
1	Vernon N. De Mille	Priddis	1218	Steam	20	8,000	Spruce	53,637	22,678	67,286
2	McDonald, McDonald & Frith	Blairmore	1157	"	100	30,000	Fir and spruce	....	....	....
3	Messrs. Carter & McEwan	Red Deer	1100	"	75	30,000	Spruce and pine	2,513,549	2,316,580	448,969
4	Eau Claire & Bow River Lbr. Co.	Calgary	468	"	100	35,000	Fir, spruce and pine.	....	....	....
5	Lineham Lumber Co	Okotoks	1292	"	45	15,000	" "	....	....	....
6	Pennyfather, Grant & Great West Lumber Co.	Red Deer	253	"	75	30,000	Spruce and pine.	2,513,652	2,316,580	1,824,655
7	Thomas Quigley	Cochrane.	1299	"	40	10,000	"	725,000	716,000	40,000
8	Eau Claire & Bow River Lbr. Co.	Calgary	318E.F.H. J.& 417 K.	"	100	35,000	Fir, spruce and pine.	5,009,053	4,580,063	3,433,992
9	Lineham Lumber Co	High River	579	"	80	30,000	" "	3,174,034	887,668	2,286,366
10	" "	"	1429	"	80	30,000	" "	6,250	6,250	....
11	" "	Okotoks	1327	"	45	15,000	" "	....	....	....
12	" "	"	1384	"	45	15,000	" "	....	....	....
13	Hon. Peter McLaren	Blairmore	36A	"	100	30,000	Fir and spruce	3,283,243	3,323,281	156,877
14	Pennyfather, Grant & Great West Lumber Co	Red Deer	252	"	75	30,000	"	757,080	1,213,456	...
15	Lineham Lumber Co	Okotoks	569	"	45	15,000	"	....	....	....
								18,035,498	15,382,556	8,258,145

SCHEDULE B.—Showing the Sawmills operating within the Calgary Agency under Government License, &c.—*Concluded.*

No.	Log Count.			Average per Log Ft. B.M.	Laths.		Average Price of Lumber per M. feet.	Number of Returns made.	Date of Last Return.	Remarks.
	Logs Cut.	Logs Manufact'd.	Logs on hand.		Manu-factured.	Sold.				
							$ cts.			
1	8,378	1,781	18,647	30·11	....	....	15 00	3	Dec. 31, '10.	
2	17,165	....	34,327	....	....	....	....	4	March 31, '11.	
3	51,360	51,947	62,260	48·38	....	....	18 45	4	" 31, '11.	
4	6,594	....	71,041	....	....	....	....	4	" 31, '11.	
5	102,097	....	102,097	....	....	....	....	4	" 31, '11.	
6	52,754	35,432	74,601	70·94	1,564,550	1,561,550	18 45	4	" 31, '11.	
7	10,031	10,485	10,817	69·14	....	....	15 00	4	" 31, '11.	
8	77,609	181,756	121,473	27·55	....	....	21 44	4	" 31, '11.	8057 posts cut and 10,224 sold.
9	121,976	68,556	122,762	46·29	131,500	131,500	17 88	4	" 31, '11.	317 posts cut and sold.
10	....	125	....	50 00	....	....	17 01	4	" 31, '11.	
11	3,319	....	21,539	....	....	....	....	4	" 31, '11.	
12	....	....	50,562	....	....	....	....	4	" 31, '11.	See this office letter 23 November 1910 inclosing letter from W. S. Waugh re 9,483 logs reported in excess.
13	33,690	48,341	96,215	67·91	....	....	16 83	4	" 31, '11.	584,486 lin ft. mining props mfd. and sold.
14	....	8,927	....	84·80	....	....	18 36	4	" 31. '11.	Berth cancelled.
15	....	....	500	....	....	....	....	4	" 31, '11.	
	484,973	407,350	786,841	....	1,696,050	1,696,050	17 60	59		

J. R. SUTHERLAND, *Crown Timber Agent.*

SCHEDULE C.—Showing the Mills (including the Portable Mills) operating within the Calgary Agency under Government Permits, for the Fiscal Year ending March 31, 1911.

No.	Mill Owner.	Location of Mill.	Berth No.	Species of Timber Cut.	Lumber.		
					Manufact'd Ft. B.M.	Sold Ft. B.M.	On hand Ft. B.M.
1	W. R. Dobbie	On Berth	1326	Spruce	211,318	383,796	10,461
2	Joseph Fisher	Millarville	1358	Spruce			
3	Arthur G. Spooner	On Berth	1406	Spruce	125,000	177,400	189,100
4	Charles Stubbs	"	1396	Spruce and fir	69,400	141,163	115,694
5	W. H. Gibson	"	1521	Spruce and pine	657,479	782,479	
6	Lineham Lumber Company	High River	1428	Pine	655,470	655,470	
7	P. W. Hallverson	Black Diamond	1615	Spruce	233,179	241,865	141,073
8	N. T. Hagen	On Berth	1586	Spruce	19,264	68,495	44,327
9	John Schreder	"	1587	Spruce and pine	131,760	84,655	146,765
10	F. DuRocher	"	1610	Spruce	217,307	199,422	17,885
11	Royal Collieries	"	1624	Spruce and pine	313,972	161,575	152,397
12	Great West Lumber Company	Red Deer	Permit 116, 152	Spruce and pine			
13	Foothills Lumber Co	On Berth	1655	Spruce and pine	375,181	109,041	266,140
14	G. R. Pelletier	"	1711	Spruce and pine	289,025	145,670	143,335
15	Adam Sturm	"	Permit 531	Spruce and pine	45,000	45,000	
16	Eau Claire & Bow River Lumber Co	Calgary	1708	Fir, spruce and pine	627,199		627,199
17	Carbondale Lumber Co	On Berth	1746	Spruce and pine	80,392	59,553	20,839
18	Holmes & Sherwood	"	1673	Spruce	50,398		50,398
					4,134,344	3,255,584	1,925,613
...	G. R. Pelletier	On Berth	1711	Mining props	1,902		1,902
...	J. R. Cram	"	Permit 126, 307	"	59,081	used 13,972	45,112

SCHEDULE C.—Showing the Mills (including Portable Mills) operating within the Calgary Agency under Government Permits, &c.—*Con.*

No.	Log Count.			Average per Log. Ft. B.M.	Average price of Lumber per M. ft.	Number of Returns made.	Date of last Returns.	Remarks.
	Logs Cut.	Logs Manufactured	Logs on hand.					
					$ cts.			
1	358	3,256	....	75·02	17 61	3	December 31, 1910	
2	....	....	4	....	....	4	March 31, 1911	96 logs stolen according to permittee's statement.
3	....	4,400	....	28·40	18 00	4	" 31, 1911	
4	....	982	178	70 67	12 88	4	" 31, 1911	
5	4,127	7,355	....	89·39	11 00	2	September 30, 1910	Berth cancelled.
6	....	13,487	....	48·60	17 03	4	March 31, 1911	1,271 fence posts mf. and sold.
7	....	3,575	....	65 22	16 01	4	" 31, 1911	
8	....	325	4,700	59·27	12 00	4	" 31, 1911	
9	....	2,000	....	65·88	12 12	4	" 31, 1911	
10	8,706	6,566	2,959	33·10	11 50	4	" 31, 1911	
11	13,993	7,800	6,193	40·25	13 00	4	" 31, 1911	
12	....	....	7,938	....	....	4	" 31, 1911	
13	6,807	6,807	....	55·11	14 91	4	" 31, 1911	
14	16,060	6,594	9,466	43·83	16 05	2	" 31, 1911	
15	985	985	....	45·68	12 00	1	December 6, 1910	Berth cancelled.
16	19,566	....	19,566	32·05	....	2	March 31, 1911	Logs scaled in bush, not yet mfd. which accounts for 19,566 logs still on hand.
17	10,402	1,600	8,802	50·24	11 00	1	March 31, 1911	
18	3,591	742	2,849	67·92	....	2	" 31, 1911	
	84,595	66,474	62,655	....	13·94	57		
....	....	....	....					
....	4,703	1,116	3,587					

J. R. SUTHERLAND, *Crown Timber Agent.*

SCHEDULE D.—General Office Return of the Crown Timber Agency, Calgary, for Fiscal Year ending March 31, 1911.

Particulars.	Number &c.	As Compared with Previous Year.		Remarks.
		Increase.	Decrease.	
Letters received	77,689	20,686		Including Dom. Lands.
Letters written	77,650	21,437		" "
Permits subject to dues issued	22			
Free permits issued	543		40	
Seizures made	5		4	
Mill returns received and verified	116	11		
Mills operating under Government license	15		2	
" " " permits	18	2		
Quantity of lumber manufactured, under license	18,035,198		592,053	
Quantity of lumber sold, under license	15,382,556		8,312,661	
" " on hand "	8,258,145	2,332,487		
Average price at which lumber sold	$15 77		87	
Hay permits issued	277	162		

J. R. SUTHERLAND,

Crown Timber Agent.

No. 30.

REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Prince Albert, Saskatchewan, April, 11, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report for this office for the fiscal year ending March 31, 1911. Attached hereto you will find the following detailed statements:—

Schedule 'A,' being a statement showing receipts from timber, grazing and hay on Dominion Lands.

Schedule 'B,' being a statement showing sawmills operating under government license.

Schedule 'C,' being a statement showing sawmills operating under government permits.

Schedule 'D,' being a statement of the general office work performed.

The sales of lumber manufactured under license amount to 33,944,805 feet board measure, the average price being \$20.57½ per thousand feet. This you will see is an increase of \$2.10⅛ per thousand feet over last year's selling price. During the past winter 592,737 pieces have been manufactured in excess of the quantity taken out during the preceding logging season. This increased cut, together with the fact that two new mills are being erected, one at Big River and one at The Pas Mission, will mean a large increase in the manufacture of spruce lumber in this district during the coming year. The mill now in the course of erection at Big River is to have a capacity of 200,000 feet in ten hours and the mill at The Pas Mission will be as large, if not larger.

The number of timber permits issued is 1,149, as against 1,033 for the preceding year. These permits cover the following quantities of lumber:—

Lumber, feet B.M., 17,749,525; logs, lineal feet, 162,484; cordwood, 28,212 cords; fence posts, 249,117; fence rails, 91,488; poles, 179,768; shingles, 8,000; railway ties, 6,500.

The number of seizures made during the year was 38, covering the following quantities of timber:—

Lumber, feet B.M., 5,530,291; logs, lineal feet, 8,388; railway ties, 6,125; cordwood, 470 cords; fence posts, 1,035; fence rails, 1,000.

The number of hay permits issued for the year on Dominion Lands amounted to 256, covering 3,898½ tons.

The logging season just closed has been a successful one and the coming year will bring a decided increase both in the logging and manufacturing of spruce lumber in this district, which will increase the revenue and work in connection with this office.

Your obedient servant,

GEO. L. DEMPSTER,
Crown Timber Agent.

SCHEDULE A.—Statement of Receipts from Crown Timber Agency at Prince Albert for fiscal Year ending March 31, 1911.

Month.	Bonus under license.	Ground rent under license.	Royalty dues under license.	Permit fees, dues and rental	Seizures.	Hay permits fees and dues.	Totals.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April........ ...	....	6,668 32	5,399 67	1,956 51	1,953 57	169 20	16,147 27
May...............	.... .	1,841 75	....	185 93	10 00	50 30	2,087 98
June	1,400 00	190 04	....	1,294 60	29 25	51 26	2,965 09
July.............	....	14 83	1,032 15	258 10	65 20	129 00	1,499 28
August...........	....	... .	4,316 59	24 90	519 46	92 70	4,947 65
September...... ..	....	302 05	83 35	109 25	....	21 45	516 10
October...........	....	.. ..	853 32	276 05	157 74	3 10	1,290 21
November.........	....	359 73	5,097 25	803 60	71 50	2 30	6,334 38
December.	....	....	....	928 80	120 07	5 70	1,054 57
1911.							
January.....	....	....	3,709 50	1,289 76	134 60	4 70	5,138 56
February..........	....	95 03	669 63	861 61	327 70	4 00	1,957 97
March	... .	.. ..	98 23	894 70	1,465 51	30	2,458 74
Totals...	1,400 00	9,471 75	21,253 69	8,883 81	4,854 60	533 95	46,397 80
Amounts collected Head Office—							
1910.							
April	....	....	....	....	....	....	....
May	....	58 30	....	....	....	....	58 30
June.....	....	....	.. ..	....	....	....	....
July............ .	....	....	....	....	... .	1 50	1 50
August.	.. ..	....	....	....	... . .	....	....
September.........	....	68 65	....	....	....	....	68 65
October...........	.. ..	....	....	. . ..	....	....	....
November.........	.. ..	.. ....	....	....	... .	....	... .
December	....	....	....	....	....	....	....
1911.							
January	.. . .	....	....	....	....	....	... .
February.........	....	. ...	....	....	....	....	....
March............	....	....	....	....	... .	....	....
Totals.....	....	126 95	....	....	....	1 50	128 45

GEO. M. ULLYOT,

Acting Crown Timber Agent.

SCHEDULE B.—Showing the Sawmills operating within the Prince Albert Agency under Government License for Fiscal Year ending March 31, 1911.

Number.	Mill Owner.	Location of Mill.	Berth No.	Kind of Power.	Horse Power.	Capacity per 10 hours.	Species of Timber cut.	Lumber.		
								Manufactured.	Sold.	On hand.
								Ft B.M.	Ft. B.M.	Ft. B.M.
1	Prince Albert Lumber Co.	Prince Albert	9 Block 1.	Steam	1,200	160,000	Spruce	958,289	958,289	
2	" "	"	9 Block 2.	"	1,200	160,000	"			
3	" "	"	9 Block 3.	"	1,200	160,000	"	4,290,008	2,883,971	1,406,037
4	" "	"	474	"	1,200	160,000	"			
5	" "	"	598	"	1,200	160,000	"	5,932,258	5,932,258	
6	" "	"	633	"	1,200	160,000	"	6,704,908	6,704,908	
7	" "	"	698	"	1,200	160,000	"			
8	" "	"	729	"	1,200	160,000	"	3,232,092	3,232,092	
9	" "	"	945	"	1,200	160,000	"			
10	" "	"	946	"	1,200	160,000	"	4,262,196	4,262,196	
11	Sturgeon Lake Lumber Co.	Sturgeon Lake	848	"	200	35,000			1,890,121	
12	" "	"	1011	"	200	35,000		285,000	285,000	
13	Saskatchewan Lumber Co.	Crooked River	961	"	250	35,000		322,223		332,223
14	" "	"	977	"	250	35,000		5,561,126	4,572,457	4,743,007
15	" "	"	1640	"	250	35,000				
16	Big River Lumber Co.	Big River	1049	"	1,600	200,000		2,396,705	2,934,909	365,209
17	C. R. Smith		1274	"						
18	Archie Ballantine		1366							
	Total							33,944,805	33,656,201	6.846,476

SCHEDULE B.—Showing the Sawmills operating within the Prince Albert Agency under Government License, &c.—*Concluded.*

Number.	Log Count.			Average per Log.	Railway Ties.		Laths.			Average Price of Lumber per M. ft.	Number of Returns made.	Date of Last Return.
	Logs cut.	Logs Manufactured.	Logs on hand.		Sold.	On hand.	Manufactured.	Sold.	On hand.			
				Ft. B. M.						$ cts.		
1	....	11,706	....	66	....	....	....	....	....	20 35	4	March 31, 1911....
2	7,800	....	7,800	....	....	....	....	....	....	....	4	" 31, 1911....
3	....	65,346	758	65	....	....	998,250	998,250	....	20 29	4	" 31, 1911....
4	208,743	....	306,759	....	....	....	....	....	....	....	4	" 31, 1911....
5	....	91,037	....	65	....	....	135,580	1,531,750	....	20 46	4	" 31, 1911....
6	142.720	100,246	142,720	67	....	....	1,628,500	1,628,500	....	20 54½	4	" 31, 1911....
7	49,749	....	49,749	....	....	....	....	....	....	....	4	" 31, 1911....
8	123,360	49,600	123,360	65	....	....	738,700	738,700	....	20 35	4	" 31, 1911....
9	121,973	....	121,973	....	....	....	....	....	....	....	4	" 31, 1911....
10	45,061	65,380	45,061	65	....	....	975,200	975,200	....	20 57	4	" 31, 1911..
11	....	....	....	....	....	....	....	....	....	23 02	4	" 31, 1911....
12	....	3,142	3,423	90	....	....	....	....	....	24 00	4	" 31, 1911....
13	30,438	4,079	26,359	81	....	....	....	....	....	....	4	" 31, 1911....
14	67,821	....	130,875	82	....	....	....	24,000	1,390,750	20 46½	4	" 31, 1911....
15	43,690	....	43,690	....	....	....	....	....	....	....	4	" 31, 1911...
16	692,271	39,012	852,979	61	144,635	....	....	....	....	15 71	4	" 31, 1911....
17	35,000	....	....	....	....	....	....	....	....	....	....	
18	....	....	....	....	....	50,000	....	....	....	....	....	
	1,568,629	432,548	1,855,506	78	144,635	50,000	4,476,230	5,899,400	1,390,750	20 57½		

GEO. L. DEMPSTER, *Crown Timber Agent.*

SCHEDULE C.—Showing the Mills (including the Portable Mills) Permits, for the Fiscal Year

Number.	Mill Owner.	Location of Mill.	Berth No.	Species of Timber cut.	Lumber.		
					Manufactured.	Sold.	On hand.
					Ft. B.M.	Ft. B.M.	Ft. B.M.
1	Carrot Riv. Lumb. Co.	S.W. 2-48-13 2	1554	Spruce	....	....	215,926
2	George Garner	30-51-4 3	1561	"	438,256	225,058	143,300
3	Biss Bros	Turtle Lake	1556	"	199,639	300,182	116,000
4	A. Marcotte	Hudson Bay Jun. 2	1580	"	....	....	....
5	W. H. Morrow	New Osgoode	1590	"	40,000	57,588	60,732
6	Jas Otte	S.E. 10-50-4 3	1605	"	....	....	....
7	Charles Shaw	Melfort	1611	"	50,000	50,300	49,998
8	Henry Kendrickson	Kinistino	1617	"	....	....	2,771
9	R. E. Smythe	Aldina	1627	"	66,880	74,300	1,700
10	H. R. Knudson	25-40-15 2	1630	"	348,897	322,569	51,998
11	M. W. Cazakoff	4-36-31 1	1641	"	94,136	29,570	10,560
12	John Pring	Tisdale	1725	"	....	....	....
13	Cowan Construct. Co.	Mistatini	1702	"	....	....	....
14	Saskatchewan Lumber Co.	Crooked River	1703	"	....	....	....
15	John Gayleg	S.E. 17-44-4 2	1741	"	....	....	....
16	Alfred Blanchette	N.E. 17-44-4 2	1742	"	....	....	....
17	Wm. H. Smith	S.E. 1-45-4 2	1760	"	....	....	....
18	Johnston & Brostrom	Prince Albert	876	"	235,000	148,079	195,369
				Totals	1,472,808	1,207,646	848,354

operating within the Prince Albert Agency, under Government ending March 31, 1911.

Log Count.			Average per log.	Average Price of lumber per M. feet.	Number of Returns made.	Date of Last Return.	Remarks.
Logs cut.	Logs manufactured.	Logs on hand.					
			Ft. B.M.	$ cts.			
....	....	....	....	....	1	June 30, '10..	Berth cancelled, 21-10-10.
13,240	8,076	11,720	54	18 00	3	Dec. 31, '10..	" 14-12-10.
. .. .	7,550	4,239	27	20 83	3	" 31, '10..	" 25-11-10.
....	. .. .	300	....	....	3	" 31, '10..	" 25-2-11.
3,013	1,040	1,973	38	12 50	3	" 31, '10..	" 9-2-11.
....	....	....	....	....	......	....	Shingles only manufactured.
....	1,000	....	50	19 05	3	Dec. 31, '10..	Berth cancelled, 16-12-10.
....	....	....	....	....	....	....	" 1-3-11.
....	1,630	820	41	16 50	3	Dec. 31, '10..	
8,368	7,499	1,042	46	13 16	4	March 31,'11..	
40	900	400	... .	....	.....	. ...	
2,000	... .	2,000	... .	....	1	Dec. 31, '10..	
1,250	....	1,250	....	....	1	" 31, '10..	
....	. ...	....	....	..... .	1	" 31, '10..	
....	....	....	. .. .	....	......	No retur. mad.	Cordwood Berth only.
....	....	....	....	....	......	"	" "
... .	....	....	....	....	.....	"	" "
18,000	7,100	18,056	33	20 52	4	Mar. 31, '11..	
45,911	34,795	41,800	42	17 22	.. .		

GEO. L. DEMPSTER,

Crown Timber Agent.

SCHEDULE D.—General Office Return of the Crown Timber Agency, Prince Albert, for Fiscal Year ending March 31, 1911.

Particulars.	Number, &c.	As compared with previous year. — Increase.	As compared with previous year. — Decrease.
Letters received	26,955	1,701	
Letters written	22,582	....	3,966
Permits subject to dues issued	307	55	
Free permits issued	842	61	
Seizures made	38	... .	17
Mill returns received and verified	300	11	
Mills operating under government license	4	8	
" " " permits	18	4	
Quantity of lumber manufactured, under license	33,944,805	....	7,721,374
" " sold under license	33,656,201	.. . .	22,850,353
" " on hand, under license	6,846,476	26,619	
Average price at which lumber sold	$20.57½	209⅗	
Hay permits issued	374	148	

No. 31.

REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., May 2, 1911.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith the annual report of this agency for the fiscal year ended March 31, 1911, to which are appended the following classified statements:—

Schedule 'A," showing the revenue collected on account of timber on Dominion Lands.

Schedule 'B," giving a list of the respective holders of timber berths held under license and who are conducting operations, together with the extent of such operations.

Schedule 'D,' general office return of the work performed within the agency.

The revenue collected for the year amounts to $120,515.91. During the early part of the year, a new office was opened at Revelstoke, and the revenue from lands east of the dividing line between townships 15 and 16, ranges 22 to 29, west of the 6th meridian, is collected by the latter agency instead of this office, as in former years.

During the year three timber berths were sold at public auction, realizing in each case considerably more than the upset price, and a total of $34,536.12 was received on this account, which, however, includes some unpaid balances from Berths sold in the previous year. For ground rents the sum of $31,601.54 was collected. Royalty dues yielded $34,963.58; permit fees, $9,299.68, and timber seizures $10,097.18. The extent of the operations during this period on lands under license, shows a decrease in saw logs of 66,878,350 feet B.M. and is also explained by the reduced area now under license within this agency. In this connection, however, I may say that lumbermen still continue to conserve their holdings of Dominion timber, which is considered a safe and profitable investment, well protected during the summer months by an efficient corps of fire rangers employed by the department and working under the direction of this office. I have pleasure in reporting that the lumbering industry (in conjunction with other industries) continued prosperous throughout the whole year, and the prospects for the current year are very bright indeed. The average selling price of lumber was $14 per thousand feet B.M. The number of permits issued to settlers during the year was twenty, under which authority was given to cut the following timbers:—1,100,000 feet B.M. of saw logs, 3,465 cords of shingle bolts, and 57 cords of wood. On lands sold where timber is reserved to the Crown, fourteen (14) permits were issued to the holders of such lands to remove the following timber under authority of section 14 of the regulations, for the survey, administration, disposal and management of Dominion lands within the railway belt: 6,293,848 feet B.M. of saw logs, 2,693 cords of shingle bolts, and 5,000 pieces of railway ties. There are only a few of such parcels of land remaining which contain timber of commercial value, as settlement demands the removal of the timber and the subdivision of the land into small holdings, which are being rapidly taken up by actual settlers. During the year forty-three (43) seizures were made of timber cut in trespass, the actual quantity being as follows:—10,103,222 feet B.M. of saw logs, 3,732¾ cords of shingle bolts, 1,680 cords of wood, 10,491 lineal feet of piling, 30,621 lineal feet of telegraph poles, 12,813 pieces of railway ties and 115 pieces of roof poles.

Schedule 'D,' shows the work of the office to compare favourably with former years, and during the year the staff has continued to take an active interest in the work.

Your obedient servant,

EDWARD WALMSLEY,

Acting Crown Timber Agent.

SCHEDULE A.—Statement of Receipts from Crown Timber Agency at New Westminster, for Fiscal year ending March 31, 1911.

Month.	Bonus under license.	Ground rent under license.	Royalty dues under license.	Permit fees, dues and rental.	Seizures.	Grazing lands rentals.	Totals.	Remarks.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
April	6,073 97	10,344 25	3,415 47	55 25	22 50		19,911 44	
May		12,707 74	13,914 63	4,285 27	691 90		31,599 54	
June	5,193 95	1,928 59	7,503 14	845 43	482 59		15,953 70	$1.75 Rent on pt. T.B. 282.
July	6,157 50	1,919 07	951 84	537 40	356 75		9,922 56	
August	1,639 05	558 75	1,718 29	383 80	146 80		4,446 69	
September	3,613 56	1,608 52	211 45	175 50	1,755 02		7,364 05	
October	21		1,864 03	211 25	318 28		2,393 77	
November	6,250 10	452 62	1,025 73	125 50	3,461 39		11,315 34	
December	5,157 78		999 92	1,125 05	1,223 15		8,505 90	
1911.								
January		32 00	1,956 13	2 75	646 36		2,637 24	
February		48 87	37 30	125 25	252 28		463 70	
March	450 00	113 37	1,365 65	1,302 23	410 41		3,641 66	
Totals	34,536 12	29,713 78	34,963 58	9,174 68	9,767 43		118,155 59	
Collected at Head office—1910.								
April		59 42					59 42	
May		663 78				36	664 14	
June		974 91		125 00		5 00	1,104 91	
July								
August								
September		97 85			320 00		417 85	
October					9 75		9 75	
November		67 24					67 24	
December						4 16	4 16	
1911.								
January						40	40	
February						7 89	7 89	
March		24 56					24 56	
Totals		1,887 76		125 00	329 75	17 81	2,360 32 118,155 59	
Grand total							120,515 91	

Note.—Bonuses are collected at Head Office.

SCHEDULE B.—Showing the Sawmills operating within the New Westminster, B.C., Agency, under Government License for the Fiscal Year ending March 31, 1911.

Number.	Mill Owner.	Location of Mill.	Berth No.	Kind of Power-	Horse Power.	Capacity per 10 hours.	Species of Timber cut.	Lumber. Manufactured.	Lumber. Sold.
								Ft. B.M.	Ft. B.M.
1	E. H. Heaps & Co.	Ruskin	X. and 314	Mill destroyed by fire			Fir, cedar and hemlock	6,125,131	6,125,131
2	Harrison Riv. Mills T. & T. Co	Harrison River	248 and 63	Steam	750	125,000	" "	631,945	631,945
3	Rat Portage Lumber Co.	Vancouver	281, 432 and 534	"	750	125,000	" "	2,079,396	2,079,396
4	Western Canada Power Co.	Stave River	W.½ Sec. 19 Tp. 18 E.C.M.	"	12	5,000	" "	1,294,618	1,294,618
5	B. C. Mills T. & T. Co.	New Westminster.	304 and 86	"	450	60,000	" "	1,456,940	1,456,940
6	Brunette Sawmill Co.	Sapperton	77	"	450	90,000	" "	2,931,331	2,931,331
7	Campbell River Lumber Co.	Hazelmere	"B" and "L"	"	125	40,000	" "	175,867	175,867
8	Vancouver Power Co	No mill	"O" and 299				" "	3,256,614	3,256,614
9	D. A. Johnson	"	450				" "		
10	W. R. Spencer	"	317, 270 and 213				" "	941,317	941,317
11	M. G. Jeffris	"	368				Fir, cedar and spruce	1,404,621	1,404,621
12	Mrs. Sano Mikuni	"	246				Cedar		
13	U. Tamoki	"	494				Fir, cedar and hemlock	131,914	131,914
14	Innes & Eberts	"	36				Cedar		
15	J. D. Kennedy	"	223				Cottonwood	139,500	139,500
16	Neil Mitchell	"	453				Fir, cedar and hemlock	254,531	254,531
17	Brittingham & Young Co.	"	389 and 510				Fir and cedar		
18	John Oliver	"	334				Fir		
								20,823,725	20,823,725

SCHEDULE B.—Showing the Sawmills operating within the New Westminster, B.C., Agency, under Government License, &c.—*Con.*

Number.	Log Count.		Average per log.	Railway Ties.		Piling Lineal Feet.		Shingle Bolts.		Average price of Lumber per M. ft.	No. of Returns made.	Date of Last Return.	Remarks.
	Logs cut.	Logs Manufactured.		Manufactured	Sold.	Manufactured.	Sold.	Manufactured.	Sold.				
			Ft. B.M					Cords.	Cords.	$ cts.			
1	7,859	7,859	779			1,906	1,906	2,102	2,102	14 00	8	March 31, 1911..	
2	737	737	857					317	317	14 00	8	" 31, 1911..	
3	2,806	2,806	746							14 00	12	" 31, 1911..	
4											2	Dec. 31, 1910..	Reported as Seizures.
5	2,655	2,655	548							14 00	8	March 31, 1911..	
6	3,784	3,784	774							14 00	4	" 31, 1911..	
7	351	351	501	250	250			2,605	2,605	14 00	8	" 31, 1911..	Shingle bolts $4.50 to $5 p. cd. Railway ties 1½c. each.
8	4,525	4,525	719					222½	222½		8	" 31, 1911..	Saw logs $8 to $9 p. m. ft., shingle bolts $4.50 to $5 per cord.
9						720	720				4	" 31, 1911..	Piling 10c. per lineal foot.
10	2,512	2,512	374					412¾	412¾		12	" 31, 1911..	Saw logs $8 to $9 per m. ft., shingle bolts $4.50 to $5 per cord.
11	3,157	3,157	444								4	" 31, 1911..	Saw logs $8 to $9 per m. ft.
12								10	10		4	" 31, 1911..	Shingle bolts $4.50 to $5 per cord.
13	241	241	547					714	714		4	" 31, 1911..	Saw logs $8 to $9 per ft., shingle bolts $4.50 to $5 per cord.
14								347⅔	347⅔		4	" 31, 1911..	Shingle bolts $4.50 to $5 per cord.
15	93	93	1,500								4	" 31, 1911..	Saw logs $7 per m.
16	395	395	644					178	178		4	" 31, 1911..	Saw logs $8 to $9 per m. ft., shingle bolts $4.50 to $5 per cord.
17						2,581	2,591				8	" 31, 1911..	Piling 10c. per lineal ft.
18						29,065	29,065				4	" 31, 1911..	" "
	29,115	29,115		250	250	34,272	34,272	6.908 11/12	6,908 11/12				

963¼ cords of wood manufactured and sold.

Schedule D.—General Office Return of the Crown Timber Agency, New Westminster, B.C., for fiscal year ending March 31, 1911.

Particulars.	Number, &c.	As compared with previous year.	As compared with previous year.
		Increase.	Decrease.
Letters received	3,151		2,332
Letters written	4,411		3,584
Permits subject to dues issued	45		18
Free permits issued	Nil.		6
Seizures made	43	12	
Mill returns received and verified	848		541
Mills operating under government license	7		11
" " permits	Nil.		Nil.
Quantity of Lumber manufactured, under license	20,823,725		66,878,350
" " sold under license	20,823,725		95,211,697
" " on hand, under license	Nil.		Nil.
Average price at which lumber sold	$14 00		$\$0\ \frac{15}{100}$
Hay permits issued	Nil.	Nil.	Nil.

No. 32.

REPORT OF THE CROWN TIMBER AGENT AT REVELSTOKE.

Revelstoke Crown Timber Agency,
Revelstoke, British Columbia, April 22, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—Prospects are reported good from now on for large, quick sales of British Columbia high grade lumber. The outlook with regard to the inferior grades is not so good. For the latter, there is a steady demand in the prairie provinces as heretofore, but heavy shipments of common lumber are being rushed by American firms into Manitoba, Saskatchewan and Alberta, the natural market for the British Columbia output; consequently, the British Columbia people are not going to participate generally in the increased business impending to the extent that at one time was anticipated. Compelled, too, for financial reasons, to dispose of their stocks, these American firms are flooding the market and unduly keeping down prices. Some, it is affirmed, are even selling below cost, the prices realized in some cases being no more than seven to nine dollars per thousand at the mill, allowing for freight and other charges. The average price at which lumber sold during the year was $17.92.

The logs cut this winter on Dominion and Provincial berths in British Columbia will probably exceed last winter's cutting by 25 per cent, last year's cut being estimated at 228,000,000 feet B.M., while the cutting this season is expected to approximate 300,000,000. Due allowance must be made, however, for the fact that many of the lumbermen were compelled at times to shut down the camps this winter owing to the unusually heavy fall of snow, operations being seriously retarded during the months of January and February through this cause.

THE COLUMBIA RIVER LUMBER COMPANY.

The largest holders of timber berths in the Revelstoke district, with an area of some 700 square miles of Dominion timber, this firm did very little cutting during the late fall and early winter months, owing to the necessity for curtailment of operations through loss of mill at Golden by fire.

A new up-to-date mill with electric power drive, fireproof roof and other modern improvements is in course of erection at Golden, the headquarters of this firm, with a view to completion by about May 1, 1911, when it is expected that the cutting of their winter logs will commence, a fair average of which have been taken from Dominion berths. Indications point to a renewed activity on their part in the immediate future.

DOMINION SAWMILLS AND LUMBER LIMITED.

Formed last season out of the Mundy, Hood, Yale and Bowman companies, the holdings of this firm, including their provincial berths, cover an area of over 400 square miles, with large sawmills at Revelstoke, Taft and Three Valley; B.C. Originally at Three Valley, their headquarters are now at Revelstoke, B.C., where a large complete office, 50 x 100, 2½ stories high, is being built for the accommodation of some twenty clerks, it being expected that this number will eventually be employed to run their business, which is expected to increase largely from now on. It is reported on good authority that the Dominion Sawmills and Lumber, Limited, anticipate purchasing the timber interests of the Rogers Lumber Company of the Okanagan, the estimated value of which is over one million dollars.

REVELSTOKE SAWMILL COMPANY.

This firm, who were organized some seven years ago and also sold out their timber to the Dominion Sawmills Company, are now confining themselves to the retail trade, particularly since last July, when their Revelstoke sawmill burned. They removed in November last from Revelstoke to Calgary, Alberta, where they found it necessary to establish their offices in order to be closer to the base of the retail trade. It is not expected that the sawmill at Revelstoke will be rebuilt.

THE ARROW LAKES LUMBER COMPANY.

The Arrow Lakes Lumber Company, with large sawmills at Arrowhead and Kamloops, B.C., report that no operations took place on the berths held under license from the Dominion Government by their firm during the quarter ending March 31, 1911, their cutting this winter, apparently, being confined to provincial berths. A busy spring is predicted for the firm, whose mills at Arrowhead and Kamloops are running with day and night shifts.

THE A. R. ROGERS LUMBER COMPANY.

The above, who are the licensees of three berths in the Revelstoke district, have operated largely during the past year, their cutting on two of these berths approximating 25,000,000 feet B.M. of logs. They are experiencing a heavy demand at the present time for their products.

NEW BERTHS.

Two new berths were sold at this agency during the year ended March 31, 1911, namely:—

Timber berth No. 538, situate in townships 22 and 21, range 1, west of the 6th meridian, containing an area of ·11 of a square mile, the sale of which was applied for by the Dominion Sawmills and Lumber, Limited, who were the ultimate purchasers for $2,280, the upset price being $2,200.

Berth No. 540, situate in township 19, range 6, west of the 6th meridian, containing an area of 1·55 square miles, purchased for the upset price of $5,620 by Messrs. A. R. Rogers Lumber Company, of Enderby, B.C., who applied for the sale.

INSPECTIONS.

Close attention is paid by the Revelstoke office to the inspection of the cutting, &c., on timber berths. The Crown Timber Inspector, who is making a systematic round of inspection of the camps within the district, reports that the cutting and scaling are carefully checked up, and the scalers enjoined to keep the camp books and other records in the manner prescribed. Comparison is duly made by him between these books and the actual cutting, as may be required from time to time, no discrepancies having occurred in this respect, so far. The inspector further reports that operations are being confined to limits within the berths, no traspasses of this nature having been found.

Regarding sub-clause 'E' of clause 17 of the regulations, care is taken to see that this is strictly adhered to, also that all the lumber fit for manufacture is taken from the logs cut. No attention would appear to be paid, however, by the lumbermen to the necessity for clearing away the cutting debris, which dries out and becomes a menace to the whole country through its liability to fire.

It cannot be said that the returns of the quarterly cutting are furnished by the companies so promptly as could be desired. Much delay along these lines is due, it is affirmed, to the method of using the Doyle scale in measuring the logs by the scalers, who must, of course, ultimately reduce such measurements to the British Columbia rule before Form No. 247 can be made up. Although repeatedly applied for, the mill returns for the quarter ended March 31, last, have not been received at this office to date of writing.

TIMBER PERMITS.

Homesteaders' and settlers' permits covering this district are being issued exclusively by the Dominion Lands Office at Kamloops, it having been found impracticable to issue such at this end owing to the delay caused by the necessity of first referring to the land records kept at the Kamloops agency before the permit could be granted. The Kamloops office furnish us daily with the full particulars of all permits issued of this nature, for the purpose of recording them in the permit register here, and with a view to the subsequent inspection by the Crown Timber Inspector of the lands cut over, also, of any mills operating in connection therewith.

FIRE SERVICE.

The summer of 1910 may be considered as one of the worst on record for the number and extent of forest fires occurring in British Columbia. An unusually hot, dry season, the brush dried out like tinder and was readily set alight, spreading with great rapidity before it could be checked. The average number of fires were caused by sparks from railway locomotives and lightning. Some were due to carelessness on the part of settlers in clearing land, one large fire, in particular, started in April, 1910, south of Revelstoke by a squatter burning brush, doing considerable damage before being extinguished.

Care should be taken by the foreman in charge of the gangs employed on the new provincial roads being constructed throughout the district, to see that the brush and slash are cleared away. This, if lying around, dries out to the extent that matches and cigar stumps thrown from a rig will readily set it alight.

It is thought that an additional number of forest fire rangers should be put on this season, in view of the additional area of berths coming under operation. In some instances, the ranger has to patrol too long a distance to enable him to render effective service; notably, between the Illecillewaet and Beavermouth, a distance of thirty-nine miles, which one man looks after. There is another ranger responsible for a distance of twenty-eight miles between Revelstoke and the above mentioned patrol.

The following is a synopsis of the fires which occurred within the Revelstoke Crown Timber District during the season of 1910:—

Cause of fire.	Area burnt over.	Timber destroyed.
Sparks from railway engine	4 square miles	40,000 feet B.M.
Cause unknown	7 square miles	476,000 feet B.M.
Tramps	Small	None.
Lightning	$4\frac{1}{2}$ square miles	413,000 feet B.M.
Clearing land	1 mile 18 acres	25,000 feet B.M. 50 cords wood.
Fishers left fire	300 acres	None.
Hunters left fire	3 acres	"
Campers	12 acres	"
Indian camp fire	10 acres	"
Incendiary (unknown)	210 acres	"
Squatters	$2\frac{1}{2}$ x $\frac{1}{2}$ mile	30,000 feet standing timber. 40,000 feet logs B.M.
Men working on roads	10 acres	None.
Logging donkey engine	4 acres	"
Old fire broke out	480 acres	25,580 feet B.M.
Sectionmen burning rubbish	$\frac{1}{2}$ mile square	None.

Cost of fire fighting approximately $2,000.

Your obedient servant,

C. W. SMITH,

Acting Crown Timber Agent.

SCHEDULE A.—Statement of Receipts from Crown Timber Agency at Revelstoke, for fiscal year ending March 31, 1911.

Month.	Bonus under license.	Ground rent under license.	Royalty dues under license.	Permit fees, dues and rental.	Seizures.	Fire guarding fees.	Totals.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April							
May							
June							
July		238 40	1,063 27	38 00	2 75		1,342 42
August		1,284 42	5,168 14	35 80	59 00		6,547 36
September		66 94	328 15	150 50	533 27		1,078 86
October		221 92	1,066 92	25	67 00		1,356 09
November	1,140 00	7 69	2,502 01				3,649 70
December		2 53	7 50				10 03
1911.							
January	1,873 33	7 75	940 22				2,821 30
February	1,154 70	37 79	3,537 50	100 25	57 95		4,888 19
March		3 94	1,163 36	2 75		5 93	1,175 98
Totals	4,168 03	1,871 38	15,777 07	327 55	719 97	5 93	22,869 93
Collected at Head Office—							
1910.							
July		112 05					112 05
August		112 30					112 30
September		97 59					97 59
		321 94					321 94 22,869 93
Grand total							23,191 87

Certified correct,

C. W. SMITH,

Acting Crown Timber Agent.

SCHEDULE B.—Showing the Sawmills operating within the Revelstoke Agency under Government License for the fiscal Year ending March 31, 1911.

Number.	Mill Owner.	Location of Mill.	Berth Number.	Kind of Power.	Horse Power.	Capacity per 10 hours.
1	Bowman Lumber Co.	Revelstoke, B. C.	88, 112, 113	Steam	223	40
	" "		249, 114, 127			
	" "	Comaplix	186	Steam	750	65
2	Columbia River Lumber Co	Golden	421, 493, 16, 45, 231, 258, 278, 421, 493	Electric, Steam	1,300	135
3	Dominion Sawmills and Lumber Limited	Three Valley	243, 349, 365	Steam	300	75
	" " "	Taft	457		500	70
4	A. R. Rogers Lumber Co.	Enderby	237, 238	Steam	500	80
5	Palliser Lumber Co.	Palliser	No cutting.	"	200	70
6	Arrow Lakes Lumber Co	Arrowhead	240, 263, 333	"	1,000	100
	" "	Kamloops	335, 499	"	600	70
7	Monarch Lumber Co.	Savona	171, 436	"	220	40
8	Lee Lumber Co.	Wigwam	118	"	100	30
9	Kamloops Mines Limited	Kamloops	330	"	20	7
10	Independent Lumber Co.	On berth No. 437	437	"	25	12
11	R. R. Hall	Pingston Creek Arrow Lakes	316	Water	125	40

SCHEDULE B.—Showing the Sawmills operating within the Revelstoke Agency under Government License, &c.—*Concluded.*

Number.	Species of Timber cut.	LUMBER.	LOG COUNT.	Average per log.	RAILWAY TIES.	SHINGLES.	Average Price of Lumber per M. ft.	Date of Last Return.	Remarks.
		Manufactured.	Logs cut.		Manufactured.	Manufactured.			
		Ft. B.M.		Ft. B.M.			$ cts		
1	Cedar and pine						16 80	March 31, 1911.	
	Hemlock and spruce	24,589,757	149,055	164		615			
	Fir and cottonwood						16 30	March 31, 1911.	
2	Fir, cedar and spruce	4,300,817	44,366	97	9,867		14 00	"	
3	Hemlock, cedar, pine and fir	16,185,941	101,432	159		12	19 00	"	
	None cut						None cut	"	
4	Hemlock, tamarack, cedar, fir and pine.	17,210,593	131,337	131	2,964		12 83		
5	None cut							March 31, 1911.	
6	Fir, hemlock and cedar	4,604,597	52,216	88			16 98		
	Spruce and pine						16 98	March 31, 1911.	
7	Cedar, hemlock, fir, pine and spruce.	795,698	6,452	123			16 00	"	
8	Cedar, fir, hemlock, white pine and spruce.	No cutting	during 1910-1911					"	
9	Fir	118,900	576	207			None sold		
10	Fir, jackpine	65,213	852	74			"		Name of mill owner, P. McBryan.
11	Cedar, pine, hemlock, fir	78,688	278	280			"		Name of mill owner, Gibbons Lumber Co.
	Total	67,950,204			12,831				

SCHEDULE D.—General Office Return of the Crown Timber Agency, Revelstoke, for Fiscal Year ending March 31, 1911.

Particulars.	Number, &c.
Letters received	1,802
Letters written	3,278
Permits subject to dues issued	10
Free permits issued	.. ..
Seizures made	19
Mill returns received and verified	500
Mills operating under government license	11
" " permits	....
Quantity of lumber manufactured, under license	67,950,204
" sold "	....
" on hand "	....
Average price at which lumber sold	$17 92
Hay permits issued	....

C. W. SMITH,

Acting Crown Timber Agent.

No. 33.

REPORT OF THE INSPECTOR OF RANCHES.

Office of the Inspector of Ranches,
Calgary, Alberta, April 22, 1911.

J. W. Greenway, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit herewith my report of the transactions of the Office of the Inspector of Ranches for the fiscal year ending March 31, 1911.

During the year 6,558 inspections were made and this necessitated travelling 13,917 miles by rail and 7,227 miles by wagon. On July 22, 1910, I was temporarily appointed assistant ranch inspector and started on my duties in that connection on August 8, 1910, and on March 11, 1911, I was appointed to the position of inspector of ranches. Mr. Helmer, the former inspector, was transferred from this office to the forestry branch in connection with the Rocky Mountain Forest Reserve. I was at work in connection with the distribution of seed grain for the Immigration Department from March 15 to April 21, 1911, and during this time no inspections were made in connection with the work of the ranch office. Numerous applications have been reported on from former notes taken on previous trips in certain districts and necessary information was also obtained, so that when the applications came to hand the same could be reported upon without delay, saving considerable expenditure of time and money to the department.

Last spring was an early one, and during the summer the weather was very dry, there having been numerous prairie fires. In numerous localities grass was very scarce and the ranchers were unable to secure sufficient hay, so that the stock were run out as much as possible on the open range. Considering the scarcity of grass and the long hard winter, stockmen in general think that they have pulled through the winter rather fortunately and with comparatively a small number of losses. The prospects for this year are exceedingly bright, there having been an abundance of moisture up to the present, and all are looking forward to a banner year for the west.

Your obedient servant,

CHAS. GRAYSON,

Inspector of Ranches.

No. 34.

REPORT OF THE ACCOUNTANT.

Department of the Interior,
Accounts Branch,
Ottawa, May 31, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit herewith statements of revenue collected from various sources during the fiscal year ended March 31, 1911, as follows:—

A. Dominion lands including Yukon..	$3,108,735 50
B. Ordnance lands..	6,009 34
C. School lands..	1,614,733 93
D. Registration fees—Yukon..	1,378 19
E. Fines and forfeitures—N.W.T..	184 80
F. Casual revenue..	11,248 51
G. Seed grain repayments..	153,351 14
H. Fines under Immigration Act..	3,867 42
	$4,899,508 83

A statement of revenue on account of Dominion lands (marked I.) shows the receipts monthly, classified under sub-heads.

Statement (marked J.) shows a comparison between the receipts on account of Dominion lands for the fiscal year ended March 31, 1911, as compared with the revenue of the previous twelve months.

The gross receipts from all sources for the fiscal year 1910-11 amount to $4,899,508.83, an increase of $190,494.41 over the receipts of the previous year.

Your obedient servant,

CHAS. H. BEDDOE,

Superintending Accountant.

A.—Dominion Lands Revenue (cash and scrip) for the Fiscal Year ended March 31, 1911.

Agencies.	Cash.	Scrip.	Total.
YUKON TERRITORY.	$ cts.	$ cts.	$ cts.
Sales of lands	3,300 38	......	3,300 38
Rentals of lands	9,959 84	......	9,959 84
Map sales, offices fees, &c.	16 00	......	16 00
Timber dues	13,167 34	......	13,167 34
Hay permits	164 00	......	164 00
Coal lands	266 50	......	266 50
Mining fees	68,303 78	......	68,303 78
Export tax on gold	103,168 19	......	103,168 19
Free certificates for export of gold	152 50	......	152 50
Hydraulic leases	6,127 00	......	6,127 00
Dredging leases	1,929 68	......	1,929 68
Homestead fees	120 00	......	120 00
Rent of water-power	1,801 00	......	1,801 00
Interim receipt account	270 50	......	270 50
Improvements	271 85	......	271 85
Patent fees	10 00	......	10 00
Overdeposits	200 00	......	200 00
	209,228 56	......	209,228 56
DOMINION LANDS AGENCIES.			
Battleford	70,447 72	114 29	70.562 01
Brandon	8,247 37	......	8,247 37
Calgary	315,590 16	240 00	315,830 16
Dauphin	17,773 54	......	17,773 54
Edmonton	108,103 28	......	108,103 28
Estevan	81,129 35	......	81,129 35
Grouard	4,268 42	......	4,268 42
Humboldt	30,981 58	......	30,981 50
Kamloops	34,396 20	160 00	34,556 20
Lethbridge	154,320 52	......	154,320 52
Medicine Hat	148,405 89	......	148,405 89
Moosejaw	211,760 26	600 00	212,360 26
New Westminster	6,590 94	......	6,590 94
Prince Albert	34,317 94	......	34,317 94
Red Deer	94,238 19	......	94,238 19
Regina	32,899 83	......	32,899 83
Saskatoon	221,812 24	......	221,812 24
Swift Current	214,911 86	80 00	214,991 86
Winnipeg	60,028 48	243 55	60,272 03
Yorkton	34,065 78	......	34,065 78
	1,884,289 55	1,437 84	1,885,727 39
CROWN TIMBER AGENCIES.			
Battleford	273 66	......	273 66
Brandon	187 50	......	187 50
Calgary	21,886 22	......	21,886 22
Dauphin	8,330 69	......	8,330 69
Edmonton	53,671 99	......	53,671 99
Estevan	72 50	......	72 50
Grouard	173 97	......	173 97
Humboldt	41 48	......	44 48
Kamloops	1,647 57	......	1,647 57
Lethbridge	239 33	......	239 33
Medicine Hat	344 70	......	344 70
Moosejaw	527 50	......	527 50
New Westminster	120,498 10	......	120,498 10
Prince Albert	45,995 80	......	45,995 80
Red Deer	456 49	......	456 49
Regina	38 00	......	38 00
Revelstoke (nine months)	23,185 94	......	23,185 94
Saskatoon	66 75	......	66 75
Swift Current	263 80	......	263 80
Winnipeg	95,364 08	......	95,364 08
Yorkton	618 55	......	618 55
	373,887 62	......	373,887 62

A.—Dominion Lands Revenue (cash and scrip) for the Fiscal Year ended March 31, 1911—*Concluded.*

Agencies.	Cash.		Scrip.		Total.	
MISCELLANEOUS.	$	cts.	$	cts.	$	cts.
Rocky Mountains Park	65,513	58			65,513	58
Jasper Park	2,601	19			2,601	19
Yoho Park	743	10			743	10
Waterton Lakes Park	106	72			106	72
Buffalo Park	80	00			80	00
Elk Island Park	10	00			10	00
Survey fees	15,507	56			15,507	56
Irrigation fees	806	25			806	25
Patent fees	863	20			863	20
Map sales, office fees, &c	6,235	11			6,235	11
Fees re Board of Examiners, D.L.S	1,310	00			1,310	00
Mining fees	4,109	20			4,109	20
Grazing lands	60,702	80	2,356	00	63,058	80
Hay permits	7,644	43			7,644	43
Coal lands	490,271	77			490,271	77
Dredging leases	2,077	50			2,077	50
Stone quarries	5,037	60			5,037	60
Rent of water-power	642	69			642	69
Suspense account	4,876	17			4,876	17
Sales of land	72,777	09			72,777	09
Homestead fees	10	00			10	00
Purchased homestead fees	10	00			10	00
Miscellaneous	10,870	70			10,870	70
Petroleum	70,110	68			70,110	68
Sand, stone and gravel	11,956	50			11,956	50
	834,873	84	2,356	00	837,229	84
	3,302,279	57	3,793	84	3,306,073	41
Refunds	193,544	07	5,145	40	198,689	47
	3,108,735	50	1,351	56	3,107,383	94

CHAS. H. BEDDOE,

Superintending Accountant.

DEPARTMENT OF THE INTERIOR,

ACCOUNTS BRANCH,

OTTAWA, May 31, 1911.

B.—STATEMENT of Ordnance Lands Revenue for the Fiscal Year, ended March 31, 1911.

1910.	
April	$2,185 79
May	222 52
June	1,206 02
July	549 57
August	388 90
September	82 57
October	18 10
November	5 00
December	23 00
1911.	
January	468 42
February	420 60
March	438 85
	$6,009 34

CHAS. H. BEDDOE,

Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

C.—STATEMENT of Receipts on Account of School Lands for the Fiscal Year ended March 31, 1911.

Month.	Manitoba School Lands.	Saskatchewan School Lands.	Alberta School Lands.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.
April	11,553 48	26,077 33	9,652 24	47,283 05
May	20,421 63	13,010 76	9,284 93	42,717 32
June	48,615 16	243,124 93	168,564 81	460,304 90
July	13,994 07	196,204 68	88,615 75	298,814 50
August	7,177 75	9,823 93	21,390 16	38,391 84
September	11,050 56	11.313 02	15,848 07	38,211 65
October	15,362 58	22,379 70	31,709 67	69,451 95
November	89,997 40	110,625 98	158,401 54	359,024 92
December	50,237 35	35,558 57	25,080 76	110,876 68
1911.				
January	21,402 45	15,373 54	16,597 91	53,373 90
February	13,414 20	12,099 71	20,587 91	46,101 82
March	18,273 72	14,100 77	17,806 91	50,181 40
Total	321,500 35	709,692 92	583,540 66	1,611,733 93

CHAS. H. BEDDOE,

Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

D.—STATEMENT of Registration Fees in the Yukon Territory for the Fiscal Year ended March 31, 1911.

Month.	District.	Registrar.	Amount.
1910.			$ cts.
April	Yukon	N. Laliberte	121 55
May	"	"	80 27
June	"	"	141 85
July	"	"	163 30
August	"	"	131 75
September	"	"	242 27
October	"	"	217 20
November	"	"	....
December	"	"	132 00
1911.			
January	"	"	58 75
February	"	"	20 00
March	"	"	69 25
			1,378 19

CHAS. H. BEDDOE,
Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

E.—STATEMENT of Fines and Forfeitures in the North West Territories for the Fiscal Year ended March 31, 1911.

Month.	From whom received.	Amount.
1910.		$ cts.
August	Henry Ross	7 00
"	"	27 00
"	Jno. Young	27 00
"	Napoleon Campion	12 00
September	J. J. Starr	10 00
"	Joseph Houle	25 40
October	Evajneuk	2 00
"	Etovanyack	2 40
December	A. Prattie	10 00
1911.		
January	Frank Seward	10 00
"	Andrew Cochrane	2 00
March	J. F. Drummond	25 00
"	H. LeClair	25 00
		184 80

CHAS. H. BEDDOE,
Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

F.—Statement of Casual Revenue for the Fiscal Year ended March 31, 1911.

Name.	Particulars.	Amount.
		$ cts.
Peter Robertson	Salary cheque for April, 1909, not used	138 83
"	Balance unused of salary re special increase under Bill 187—Civil Government Salaries	24 50
"	Salary cheques for February and March, 1909, not used—Civil Government Salaries	277 69
G. A. Johnston	Refund account advances from Immigration, 1906-07	10 00
Public Works Dept.	Refund of rent paid in mistake to V. Matzeka by J. Bruce Walker, March 1 to November 30, 1906, Immigration	90 00
" "	Refund cost of site of Immigration Hall at Regina	1,400 00
Jos. O'Neill	Refund account advances travelling expenses Dominion Lands Income	10 00
Commissioner Immigration Winnipeg	Sale of straw	6 00
A. B. McGregor	Salary cheque for September, 1908, not used—Dominion Lands Income	40 00
S. Maber	Refund balance advances 1909-10—Dominion Lands Income	108 60
G. White Fraser	Refund proceeds sale of launch used in Western water—Boundary Survey of 1909	337 50
F. Bockus	Refund balance advances—Immigration	5 00
A. Burk	Cheque not used—Dominion Lands Income—Forestry	4 50
F. Kennedy	Proceeds sale of buggy—Dominion Lands Income	15 00
R. S. Stronach	Balance advances travelling expenses Dominion Lands Income	2 71
J. J. McArthur	Balance account Survey of 49 Parallel Boundary Surveys	3 00
Jos. O'Neill	Refund account advance travelling expenses Dominion Lands Income	10 00
G. C. Rainboth	Refund balance *re* New Brunswick-Maine Boundary Survey 1909—Boundary Surveys	27
Caroline Lontet	Amount advanced to late Peter Lontet	50 00
Robert Mayson	Cheque returned not used—Dominion Lands Income—Forestry	1 25
Geo. A. Johnston	Refund account expenses—Immigration 1906-07	10 00
G. White-Fraser	Account survey of Alaska Boundary 1908	13 55
Commissioner Immigration Winnipeg	Sale of straw and second hand tent	9 50
Jos. O'Neill	Refund account travelling expenses—Dominion Lands Income	10 00
Miss E. Wright	Refund account removal expenses	25 00
G. A. Johnston	Refund account Immigration Expenses 1906-07	10 00
F. Lambart	Account survey of 1909—Boundary Surveys	13 60
G. White-Fraser	" " "	1 75
"	Refund account Western Water Boundary Surveys—Astronomical Surveys	473 19
G. T. Ry. Co	Refund freight charges 29 Jan., 29 March, 1910—overcharge Immigration	133 45
Commissioner Immigration	Proceeds sale of tent flooring	5 00
J. D. Craig	Acct. Survey of 1909—Boundary Surveys	10 25
Jos. O'Neill	Refund advance travelling expenses—Dominion Lands Income	10 00
Dept. of Interior	Amount for transportation account paid from Dominion Lands Income Contingencies 1909-10	76 55
F. C. C. Lynch	Refund Balance advances 21 March, 1910—Map Vote	58 40
Canadian Northern Ry	Refund overpayment on ticket	9 80
" "	Refund overpayment on ticket—Dominion Lands Income	2 20
Agent Dominion Lands Dauphin, Manitoba	Sale of 5 window awnings used on office lately vacated	10 00
A. P. Stevenson	Refund of advance in 1909-10. Dominion Lands Income—Forestry	175 00
G. A. Johnston	Refund acct. travelling expenses—Immigration 1906-07	10 00
R. E. Young	Balance unexpected travelling expenses	21 60
G. M. Ullyot	Refund Balance removal expenses—Dominion Lands Contingencies	38 96
Jos. O'Neill	Refund account travelling expenses—Dominion Lands Contingencies	11 03
J. M. Larkin	Refund amount charged for transportation—Dominion Lands Contingencies 1909-10	9 60

F.—STATEMENT of Casual Revenue for the Fiscal Year ended March 31, 1911.—*Con.*

Name.	Particulars.	Amount.
		$ cts.
G. A. Johnston	Refund account travelling expenses—Immigration	10 00
"	" " " "	10 00
A. Helmer	Refund amount charged transportation in December,—Dominion Lands Contingencies	9 60
Commissioner Immigration, Winnipeg	Sale of straw	162 00
" " "	Refund travelling expenses *re* E. Fidler, account, 1909-10	5 60
R. E. Young	Refund account advance from Map Vote 1909-10	190 00
G. A. Johnston	" travelling expenses—Immigration	10 00
F. Kennedy	Proceeds sale of horse	35 00
Chas. Davis, sr	Refund account expenses—Immigration	37 38
G. A. Johnston	" travelling expenses-Immigration, 1906-1907	10 00
D. R. Cameron	Refund Dominion Lands cheques issued in 1909-10 for salary but not used	282 50
"	Refund advances for expenses from Dominion Lands contingencies 1909-10	182 45
G. A. Johnston	Refund account travelling expenses—Immigration 1906-7	10 00
J. E. Narraway	Taxed costs of respondents in Pattulo *vs.* King	142 96
D. McDonald	Credited to advance made to H. A. Conroy in 1908-1909—Dominion Lands income—Protection of Timber Vote	50 00
S. Cunningham	" " " "	50 00
T. W. Lyllick	" " " "	50 00
Wm. Biggs		50 00
G. A. Johnston	Refund account travelling expenses—Immigration 1906-1907	10 00
St. Pierre Ferguson	Refund *re* advance to H. A. Conroy—Dominion Lands Income—Protection of timber.	50 00
G. A. Johnston	Refund account travelling expenses—Immigration 1906 1907	10 00
Commissioner Immigration, Winnipeg	Sale old cook stove and tent flooring	17 25
W. S. Larose	Refund *re* travelling expenses—Immigration expenses.	25 00
Geo. A. Johnston	" immigration expenses 1906-07	10 00
W. R. Ridington	Proceeds sale of outfit—Homestead inspector G. G. Smith	150 00
W. S. Larose	Refund account travelling expenses—Immigration	25 00
Wm. Ritchie	Payment for stove, being balance of supplies held by Mr. McGuire—Dominion Lands Income, Forestry	5 00
Chas. James	Services for one day in October, 1909, (cheque not used) Dominion Lands Income, Forestry	2 00
R. D. Miller	Sale of horses—Forestry	125 00
E. F. Stephenson	Balance account travelling expenses—Dominion Lands Income, contingencies	106 85
Wm. Truscott	Refund of Deportation Expenses 1909	4 86
Imperial Local Government Board, London	Refund cost of inspection of orphan or deserted children during 1909	5,355 83
		10,877 56
	Less refunds $77.75 and $9.80	87 55
Casual Revenue, Northwest Territories.		
Hudson's Bay Co	Liquor Permit	2 00
"	"	3 00
"	"	3 00
"	"	26 80
W. C. Creighton	"	2 00
C. Thompson	"	2 00
Messrs Hislop & Co.	"	53 00
Hudson's Bay Co	"	2 00
W. J. McLean	"	2 00
J. M. Macoun	"	2 00
W. Spreadborough	"	2 00
Geo. Arthurson.	"	2 00
Jno. McDonald	"	2 00
W. W. Harter	"	2 00

F.—STATEMENT of Casual Revenue for the Fiscal Year ended March 31, 1911.—*Con.*

Name.	Particulars.	Amount.	
		$	cts.
Jas. Begg	Liquor Permit	2	50
B. O. Fryer	"	2	00
D. A. McIvor	"	2	00
E. R. Collier	"	2	00
Jas. Swanson	"	2	00
M. McIvor.	"	2	00
D. McKenzie	"	1	00
"	"	1	00
Wm. Ogilvie	"	2	00
G. Cowan	"	2	00
G. Halcrow	"	2	00
F. McLean	"	2	50
H. L. Bélanger	"	2	00
E. B. Haight	"	2	00
Dr. A. Larose	"	2	00
Geo. Hughes	"	2	00
A. Mercer	"	2	00
H. S. Johnson	"	2	00
Fred Fischer	"	2	00
J. H. Davies, M.D.	"	2	00
G. C. Bobinnic	"	2	00
E. C. Senkler	"	2	00
D. A. McIvor	"	3	00
J. H. Gordon	"	3	00
H. Halcrow	"	2	00
Chas. Saunders	"	1	00
D. McLeod	"	2	00
Wm. Swanson	"	2	00
J. J. G. Rosser	"	2	00
Capt. H. H. Ross	"	2	00
Capt. Haight	"	2	00
Gordon Haight	"	2	00
Hudson's Bay Co	"	24	00
Rev. J. R. Settee	"	3	00
H. S. Johnson	"	3	00
J. S. Duff	"	2	00
Paul Morin	"	2	00
E. M. Joyal	"	2	00
H. Halcrow	"	3	00
H. S. Johnson	"	2	00
Paul Morin	"	2	00
Wm. Kerr	"	2	00
Geo. Cowan	"	4	00
Richard Hooker	"	8	00
Mathew Buck	"	2	00
D. Ogilvie	"	1	00
J. H. Gordon	"	2	00
Z. Umpherville	"	2	00
Fred Fischer	"	4	00
Louis Cochrane	"	2	00
L. C. Senkler	"	2	00
G. Halcrow	"	2	00
W. C. Lundie	"	2	00
F. H. South	"	2	00
Dr. M. Leclair	"	2	00
J. J. Cochrane	"	1	00
Herman Finger	"	2	00
John Bacon	"	2	00
Capt. H. H Ross	"	2	00
D. H. Guymer	"		80
E. C. Leslie	"	2	00
Frank Seward	Refund price of dog killed by him	10	00
Mrs. L. Bacon	Liquor Permit	2	00
A. Halcrow	"	2	00
J. Campbell	"	2	00
J. H. Davies	"	2	00
Geo. Morton	"	2	00
J. J. Hosser	"	2	00

F.—STATEMENT of Casual Revenue for the Fiscal Year ended March 31, 1911.—*Con.*

Name.	Particulars.	Amount.
		$ cts.
Dr. H. Betts	Liquor Permit	2 00
Employees of Messrs Hislop & Nagle	"	25 00
W. Kerr	"	2 00
F. Sahys	"	1 00
J. Thomas	"	1 00
F. Wales	"	2 00
W. H. Bunting	"	2 00
Robt. Davis	"	2 00
Hudson's Bay Co.	"	2 00
"	"	2 00
"	"	52 00
"	"	25 40
"	"	42 50
"	"	16 00
		458 50
Total		11,248 51

CHAS. H. BEDDOE,

Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

G.—STATEMENT Showing Repayments on account of Seed Grain Advances and Relief Mortgages for the Fiscal Year ended March 31, 1911.

—	Seed Grain Advances, 1909.	Seed Grain Advances, 1908.	Seed Grain Advances, 1905.	Seed Grain Advances, 1901.	Seed Grain Advances, 1900.	Seed Grain Advances, 1896.	Seed Grain Advances, 1895.	Seed Grain Advances, 1894.	Seed Grain to Settlers Account, 1890.	Territorial Account, 1886-87-88.	Relief Mortgages, 1876.	Relief Advances.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	21,114 12	107,386 52	417 36	832 96	61 23	529 33	1,283 66	927 70	722 52	707 61	2,335 50	17,032 63	153,351 14
Refunds.......	306 74	5,366 74	39 34	80	.. ....	4 80	40 60	15 52	157 85	7 25	....	547 87	6,487 51
	20,807 38	102,019 78	378 02	832 16	61 23	524 53	1,243 06	912 18	564 67	700 36	2,335 50	16,484 76	146,863 63

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

CHAS. H. BEDDOE,
Superintending Accountant.

H.—STATEMENT of Fines under Immigration Act, for the fiscal year ended March 31, 1911.

Month.	From whom received.	Amount.
1910.		$ cts.
July	J. E. Armstrong	3 00
	F. D. Cowper	119 00
	"	1 00
August	F. S. Dilworth	50 00
	Catherine Delaine	1 00
	Antonio Delaine	1 00
	W. R. Meyers	30 00
	A Weir	650 00
September	H. G. Herbert	20 00
	T. D. Cowper, C. P	121 92
	Alex. Fraser, P.M	66 00
	" "	300 00
	Jas. D. Gibson	120 00
	Aime Talbot, C.P.	400 00
October	C. E. Willox	25 00
	Robt. Fleck, J.P	12 00
	J. A. Armstrong	4 00
November	C. St. G. Yarwood, J.P	8 00
	Jacob Rackhof	600 00
	Alex. Fraser, P.M	10 00
	P. T. McCallum	20 00
	P. Demanczuk & W. Polik	19 90
December	Francisco Tonano	19 90
1911.		
January	T. D. Cooper	324 00
	Alex. Fraser, P.M	5 00
February	J. E. Armstrong	20 00
	W. B. Cochrane	50 00
	Alex. Fraser, P.M	86 00
March	M. C. Goodsir	25 00
	E. Wills, J.P	25 00
	A. E. Humphries	99 70
	Alex. Fraser, P.M	105 00
	C. E. Willox	25 00
	Geo. Badome	10 00
	C. St. G. Yarwood	70 00
	Thos. Robinson	50 00
	E. Wills	70 00
	C. St. G. Yarwood	40 00
	F. S. Dilworth	5 00
	T. D. Cowper	76 00
	A. E Skinner	100 00
	W. B. Cochrane	80 00
		3,867 42

CHAS. H. BEDDOE,

Superintending Accountant.

DEPARTMENT OF THE INTERIOR,

ACCOUNTS BRANCH,

OTTAWA, May 31, 1911.

I.—STATEMENT of Gross Receipts on Account of Dominion Lands Revenue for the Fiscal Year ended March 31, 1911.

Month.	Homestead Fees.	Pre-emption and Purchased Homestead Fees.	Improvements.	General Sales of Lands.	Timber Dues.	Rental from Grazing Lands.	Export Tax on Gold, Mining fees, Hay, Coal Lands, &c.	Canadian National Parks.	Survey Fees.	Map Sales, Rental, Office Fees and Miscellaneous.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	72,120 00	35,180 50	9,896 51	81,200 49	57,468 80	5,619 85	31,345 68	7,173 87	9,215 77	3,160 05	312,381 52
May	63,745 00	28,665 00	13,025 14	114,957 80	50,890,04	5,158 02	34,950 38	6,644 78	428 60	6,640 18	325,104 94
June	58,015 00	24,890 00	11,369 25	133,362 88	32,790 96	5,617 21	50,337,11	2,967 54	....	1,462 16	320,812 11
July	42,520 00	15,860 00	9,380 40	137,105 76	37,308 01	2,227 40	105,643 68	9,862 49	48 00	1,330 76	361,286 50
August	35,095 00	11,750 00	14,226 90	105,629 59	27,094 52	5,566 36	53,471 48	7,116 22	143 10	11,768 55	271,861 72
September	28,820 00	9,980 00	11,043 08	99,075 09	18,542 09	5,954 87	62,391 06	2,978 91	3,276 36	1,157 14	243,218 60
October	33,240 00	11,410 00	10,202 65	88,860 53	21,055 36	5,586 23	104,465 15	7,190 90	112 10	2,297 69	284,420 61
November	31,980 00	10,480 00	16,201 44	155,319 50	46,500 47	4,827 67	71,768 79	4,872 64	144 00	1,490 60	343,585 11
December	19,530 00	6,800 00	10,287 29	74,262 90	24,557 66	6,322 57	69,409 16	1,330 54	48 00	1,576 45	214,124 57
1911.											
January	13,655 00	4,460 00	10,439 32	60,600 62	30,416 87	4,618 95	72,419 80	7,481 24	128 07	3,317 21	207,540 08
February	16,355 00	5,760 00	12,863 18	58,527 05	21,267 97	3,617 19	62,086 68	6,605 53	847 86	1,858 72	189,789 18
March	30,060 00	10,080 00	14,291 97	84,853 83	19,162 21	5,586 48	56,280 30	1,826 93	1,115 70	1,897 21	228,154 63
	445,135 00	175,315 50	143,227 13	1,193,756 04	387,054 96	60,702 80	774,569 27	69,054 59	15,507 56	37,956 72	3,302,279 57

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

CHAS. H. BEDDOE,
Superintending Accountant.

DOMINION LANDS REVENUE.

J.—STATEMENT of Gross Receipts (cash and scrip) on account of Dominion Lands Revenue for the fiscal year ended March 31, 1911, compared with the previous fiscal year.

Particulars.	1911.	1910.	Increase.	Decrease.	Net increase
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion Lands Agencies	1,885,727 39	1,941,109 22	....	55,381 83	
Crown Timber Agencies	373,887 62	356,034 60	17,853 02		
Hay, Mining, Coal, Grazing, &c.	757,304 55	350,731 14	406,573 41		
Yukon	209,228 56	221,442 28	....	12,213 72	
Parks	69,054 59	43,264 36	25,790 23		
Miscellaneous	10,870 70	109,864 53	....	98,993 83	
Total	3,306,073 41	3,022,446 13	450,216 66	166,589 38	283,627 28

CHAS. H. BEDDOE,
Superintending Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, May 31, 1911.

No. 35.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 26, 1911.

W. W. CORY, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on the business of the School Lands Branch of the department for the fiscal year ending March 31, 1911.

SALES.

As a number of auction sales of school lands were held in Manitoba during the months of June and November, 1909, it was not considered advisable in the interest of the school lands fund to hold any general auction sales in the province during the fiscal year, but in response to applications made to the department, the fractional west-half and southeast quarter of section 11, township 8, range 25, west of the principal meridian, were put up at Oak Lake on May 18, 1910, and were sold for an average price of $13.08 per acre.

The east-half of section 11, township 15, range 3, west of the principal meridian, and two small parcels of section 29, township 11, range 5, east of the principal meridian, of 3·20 acres and 1·60 acres respectively, or in all 324·80 acres were also put up and sold at Winnipeg on March 21, 1911, for an average price of $33.62 per acre.

Exclusive of the sales to railway companies under the provisions of the Railway Act for right of way and station grounds, 621·80 acres were sold during the fiscal year in the province of Manitoba for $14,994, or an average of $24.11 per acre. This includes 9 acres sold to boards of school trustees for school sites. The sales to railway companies for right-of-way and station grounds amounted to 48·61 acres for $443.53, or an average price of $9.12 per acre.

Auction sales of school lands were also held in the province of Saskatchewan as follows:—

Date.	Place.	Area in acres.	Amount realized.	Average price per acre.
1910.			$ cts.	$ cts.
May 17....	Prince Albert	20 00	200 00	10 00
June 2....	Weyburn	36,652 62	596,324 34	16 27
" 6....	Arcola	21,960 18	268,036 17	12 21
" 8....	Stoughton	22,873 79	297,832 83	13 02
" 10....	Francis	34,528 64	592,376 77	17 16
" 13...	Estevan	39,084 02	498,003 28	12 74
" 17....	Esterhazy	9,568 95	102,885 99	10 72
" 20....	Abernethy	11,179 22	155,940 53	13 95
" 22 ...	Rosthern	23,745 31	333,067 24	14 03
" 24....	Hanley	26,695 01	456,561 18	19 10
" 27....	Saskatoon	50,135 26	883,266 96	17 62
Aug. 11....	Dauphin	153 62	1,075 34	7 00
Nov. 11....	Yorkton	26,796 20	364,469 34	13 60
" 16 ...	Weyburn	663 63	14,235 07	22 46
	Total	304,056 45	4,564,175 04	15 01
	Sold for school sites	76 95	769 50	....
	Total	304,133 40	4,564,944 54	15 00

There were also sold under the Railway Act to railway companies for right of way, station grounds, &c., 448·06 acres for $4,686.74, making a grand total of 304,581·46 acres for $4,569,631.28, or an average of $15 per acre.

In Alberta the lands disposed of by public auction were as follows:—

Date.	Place.	Area in acres.	Amount realized.	Average price per acre.
1910.			$ cts.	$ cts.
May 19....	Camrose	36,568 63	447,392 96	12 23
" 25....	Medicine Hat	76,300 74	1,008,637 81	13 22
Oct. 27...	Vermilion	24,237 06	261,889 29	10 81
Nov. 1....	Vegreville	28,553 85	292,546 60	10 25
" 3 ...	Tofield	13,877 49	175,416 52	12 64
" 7....	Edmonton	2,328 94	26,950 87	11 57
	Total	181,866 71	2,212,834 05	12 16
	Sold for school sites	47 12	471 20	... .
	Total	181,913 83	2,213,305 25	12 16

In addition to this 470·07 acres were sold to railway companies for right-of-way and station grounds for $3,606.70. This makes a grand total of 182,383.90 acres for $2,216,911.95, or an average price of $12.11 per acre.

The total area sold during the fiscal year within the three provinces was 487.635·77 acres for $6,801,980·76.

GRAZING.

During the fiscal year grazing permits were issued as follows:—

Saskatchewan	738
Alberta	472
Manitoba	46
Total	1,256

In addition to the foregoing there are still 507 grazing leases in force, but as these expire they will be renewed, if so desired, in the form of grazing permits. The revenue from this source in each province was as follows:—

Manitoba	$ 1,312 86
Saskatchewan	11,588 60
Alberta	11,369 17
Total	$24,270 63

COAL LEASES.

During the fiscal year the number of coal leases issued was 26, there being sixty-eight leases of this kind now in force.

The revenue from this source for the fiscal year was $20,255.80.

HAY.

The revenue from hay permits for the same period was $6,089.20.

Hereto attached are three statements lettered respectively A., B. and C., showing duly classified the revenue from the school lands in the provinces of Manitoba, Saskatchewan and Alberta for the past fiscal year. From this it will be seen that the total net revenue from each province was as follows:—

Manitoba	$ 320,608 53
Saskatchewan	707,727 83
Alberta	582,077 11
Total	$1,610,413 47

Of this sum $54,018.58 was collected through the agencies, and $1,556,394.89 at head office.

Under the provisions of the orders in council in that behalf, the net revenue collected from the school lands in each province during the fiscal year with the exception of the principal moneys of sales, was handed over to the government of each province after deducting the cost of management.

Under this arrangement the amount to be paid over to each province was arrived at as follows:—

MANITOBA.

Total net revenue for fiscal year	$320,608 53
Less principal moneys	214,911 07
Revenue other than principal moneys	105,697 46
Less expenditure for fiscal year	8,675 90
Amount to be paid over to the government of Manitoba	97,021 56

SASKATCHEWAN.

Total net revenue for fiscal year	$707,727 83
Less principal moneys	641,061 82
Revenue other than principal moneys	66,666 01
Less expenditure for fiscal year	13,991 64
Amount to be paid over to the government of Saskatchewan	$52,674 37

ALBERTA.

Total net revenue for fiscal year	$582,077 11
Less principal moneys	438,395 79
Revenue other than principal moneys	143,681 32
Less expenditure for fiscal year	12,374 65
Amount to be paid over to the government of Alberta	$131,306 67

Finance Department cheques for the above amounts were accordingly issued and forwarded to the provincial treasurer of each province.

In addition to the above amounts, the following sums were also paid to each province as interest on the school lands endowment funds for the fiscal year, namely:—

Manitoba	$81,525 73
Saskatchewan	44,047 45
Alberta	34,749 52

This makes the total payment to each province for the fiscal year as follows:—

Manitoba	$178,547 29
Saskatchewan	96,721 82
Alberta	166,056 19

Statement D., hereto attached, shows the revenue collected through the several agencies during the fiscal year, and Statements E., F. and G., show the balance standing to the credit of each of the school lands funds on April 1, 1911, namely:—

Manitoba	$2,797,334 01
Saskatchewan	1,688,932 77
Alberta	1,292,014 92

The total expenditure in connection with the administration of the school lands of the three provinces for the fiscal year was $35,042.29, and as the total revenue was $1,610,413.47, the cost of management, including all expenses was a little less than 2½ per cent of the total revenue.

The business of the branch has increased greatly during the last twelve months, as indicated by the figures given. The following is a summary of the business done during the year, but of course it only gives an approximate idea of the volume of work:—

Letters received	15,716
Letters and telegrams sent	22,307
Statements of accounts rendered (approximate)	14,000
Grazing permits issued	1,256
Coal leases issued	26
Cultivation permits issued	42
Receipts issued	3,785
Assignments registered	443

Respectfully submitted,

FRANK S. CHECKLEY,

Chief of Branch.

A.—MANITOBA SCHOOL LANDS.

STATEMENT of Revenue collected from School Lands for the Fiscal Year from April 1, 1910, to March 31, 1911, both dates inclusive.

Month.	Sales.		Total.	Cultivation.	Grazing.	Timber.	Hay.	Gravel.	Registration Fees.	Total.
	Principal.	Interest.								
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.
April	8,578 74	2,207 45	10,786 19	13 00	177 04					10,976 23
May	10,976 25	8,716 54	19,692 79	35 84	152 12					19,880 75
June	31,921 67	14,238 47	46,160 14	26 00	65 10					46,251 24
July	7,397 08	4,805 82	12,202 90		31 15		1 50			12,235 55
August	4,228 49	2,796 71	7,025 20		17 60					7,042 80
September	8,398 74	2,128 54	10,527 28		14 93					10,542 21
October	10,623 50	4,178 28	14,801 78		26 40					14,828 18
November	60,154 44	28,741 94	88,896 38		36 20		4 00			88,936 58
December	31,309 05	16,908 05	48,217 10		38 40	2 50				48,258 00
1911.										
January	14,764 07	5,164 10	19,928 17	30 00	211 05	168 40				20,337 62
February	8,708 08	3,139 59	11,847 67	15 00	36 78					11,899 45
March	12,785 68	4,836 03	17,621 71	51 00	163 69		160 00	20 00		18,016 40
	209,845 79	97,861 52	307,707 31	170 84	970 46	170 90	165 50	20 00		309,205 01
Agencies	5,438 40	2,538 91	7,977 31		403 45	2,839 03	1,142 55			12,362 34
	215,284 19	100,400 43	315,684 62	170 84	1,373 91	3,009 93	1,308 05	20 00		321,567 35
Registration Fees									233 00	233 00
	215,284 19	100,400 43	315,684 62	170 84	1,373 91	3,009 93	1,308 05	20 00	233 00	321,800 35
Fees transferred to Dominion Lands						45 00	255 00			300 00
	215,284 19	100,400 43	315,684 62	170 84	1,373 91	2,964 93	1,053 05	20 00	233 00	321,500 35
Refunds	373 12	51 15	424 27		61 05	396 80	9 70			891 82
Total	214,911 07	100,349 28	315,260 35	170 84	1,312 86	2,568 13	1,043 35	20 00	233 00	320,608 53

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, May 18, 1911.

FRANK S. CHECKLEY,
Chief of Branch.

B.—SASKATCHEWAN SCHOOL LANDS.

STATEMENT of Revenue collected from School Lands for the Fiscal Year from April 1, 1910, to March 31, 1911, both dates inclusive.

Month.	Sales.		Total.	Cultivation.	Grazing.	Timber.	Hay.	Coal.	Sand.	Registration Fees.	Total.
	Principal.	Interest.									
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	20,371 63	2,463 63	22,835 26	146 10	937 99		4 90				23,924 25
May	7,750 89	1,619 85	9,370 74	25 50	941 11	4 90					10,342 25
June	240,990 35	665 51	241,655 86		426 67			93 17			242,175 70
July	192,770 27	1,980 93	194,751 20	4 50	321 38						195,077 08
August	6,744 55	993 60	7,738 15		313 12			719 45			8,770 72
September	10,270 10	569 84	10,839 94		214 74		1 00	92 84			11,148 52
October	18,660 09	3,346 93	22,007 02		212 60						22,219 62
November	93,887 77	14,138 49	108,026 26	20 00	310 61						108,356 87
December	22,747 85	11,967 23	34,715 08	5 00	158 96			139 61			35,018 65
1911.											
January	10,391 54	3,171 40	13,562 94	10 00	971 57		10 00				14,554 51
February	7,467 26	1,556 30	9,023 56		1,575 50		7 00	288 00			10,894 06
March	6,307 02	3,672 63	9,979 65	46 00	2,215 42		28 65				12,269 72
	638,359 32	46,146 34	684,505 66	257 10	8,599 67	4 90	51 55	1,333 07			694,751 95
Agencies	3,373 43	1,544 35	4,917 78	107 40	4,055 29	2,100 80	3,622 65	539 30	45 00		15,388 22
	641 732 75	47,690 69	689,423 44	364 50	12,654 96	2,105 70	3,674 20	1,872 37	45 00		716,140 17
Registration Fees										296 00	296 00
	641,732 75	47,690 69	689,423 44	364 50	12,654 96	2,105 70	3,674 20	1,872 37	45 00	296 00	710,436 17
Fees transf. to Dom. Lands						18 75	724 50				743 25
	641,732 75	47,690 69	689,423 14	364 50	12,651 96	2,086 95	2,949 70	1,872 37	45 00	296 00	709,692 92
Refunds	670 93	151 20	822 13		1,066 36	29 90	46 70				1,965 09
Total	641,061 82	47,539 49	688,601 31	364 50	11,588 60	2,057 05	2,903 00	1,872 37	45 00	296 00	707,727 83

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, May 18, 1911.

FRANK S. CHECKLEY,
Chief of Branch.

C.—ALBERTA SCHOOL LANDS.

STATEMENT of Revenue collected from School Lands for the Fiscal Year from April 1, 1910, to 31 March, 1911, both dates inclusive.

Month.	Sales.		Total.	Cultivation.	Grazing.	Timber.	Hay.	Coal.	Petroleum.	Registration Fees.	Total.
	Principal.	Interest.									
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	6,355 68	1,417 02	7,772 70		655 46			124 05			8,552 21
May	1,406 39	960 25	2,366 64		859 41		21 80	4,164 00	5 00		7,416 85
June	160,635 88	6,834 65	167,470 53		322 02			101 00			167,903 55
July	47,419 28	36,856 90	84,276 18		320 29		4 00	1,404 00			86,004 47
August	13,241 51	6,527 31	19,768 82		348 01						20,016 83
September	9,847 91	4,741 72	14,589 63		176 58			816 00			15,582 21
October	19,255 49	10,478 84	29,734 33		297 57	25		744 00			30,776 15
November	124,922 28	23,576 51	148,498 79		372 21			780 70			149,651 70
December	13,048 31	6,732 16	19,780 47		264 44			3,926 80			23,971 71
1911.											
January	9,518 13	2,919 37	12,437 50		794 73			781 00			14,013 23
February	10,343 10	3,854 29	14,197 39	3 25	1,841 54			962 13			16,944 31
March	11,229 51	3,332 54	14,562 05		1,626 77			184 00			16,372 82
	427,223 47	108,231 56	535,455 03	3 25	7,789 03	25	25 80	13,927 68	5 00		557,206 04
Agencies	11,460 32	2,230 39	13,690 71		4,103 61	611 50	2,572 45	4,954 75	335 00		26,268 02
	438,683 79	110,461 95	549,145 74	3 25	11,892 64	611 75	2,598 25	18,882 43	340 00		583,474 06
Registration Fees										473 10	473 10
	438,683 79	110,461 95	549,145 74	3 25	11,892 64	611 75	2,598 25	18,882 43	340 00	473 10	583,947 16
Fees transferred to Dominion Lands						5 00	401 50				406 50
	438,683 79	110,461 95	549,145 74	3 25	11,892 64	606 75	2,196 75	18,882 43	340 00	473 10	583,540 66
Refunds	288 00	91 43	379 43		523 47	7 75	53 90	499 00			1,463 55
Total	438,395 79	110,370 52	548,766 31	3 25	11,369 17	599 00	2,142 85	18,383 43	340 00	473 10	582,077 11

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, May 18, 1911.

FRANK S. CHECKLEY,
Chief of Branch.

D.—REVENUE from School Lands collected by the different Agencies during the Fiscal Year ending March 31, 1911.

Agencies.	Sales. Principal.	Sales. Interest.	Total.	Cultivation.	Grazing.	Timber.	Hay.	Coal.	Sand.	Petroleum	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Winnipeg	2,324 03	1,510 41	3,834 44		28 80	2,766 28	700 65				7,330 17
Brandon	2,759 52	874 55	3,634 07		294 88	1 00	199 00				4,128 95
Dauphin	354 85	153 95	508 80		130 17	71 75	242 90				953 62
Estevan					188 19		213 95	514 30			946 44
Regina	814 15	223 23	1,037 38		641 00	22 00	728 25				2,428 63
Yorkton	2,519 28	1,321 12	3,840 40		275 20		373 55				4,489 15
Prince Albert	40 00		40 00	46 00	194 85	2,076 80	268 00				2,625 65
Battleford					393 62		298 90				692 52
Humboldt					710 75	75	386 35		45 00		1,142 85
Moosejaw					246 94		567 75	25 00			839 69
Saskatoon				61 40	430 88		358 20				850 48
Swift Current					605 67	1 25	3 1 70				958 62
Medicine Hat					1,225 84		123 60	5 00			1,351 44
Lethbridge	178 41	496 06	674 50		425 17		81 40	1,495 00		330 00	3,006 07
Calgary	10,690 47	1,461 80	12,152 27		1,999 69	25	662 95	1,081 60			15,896 76
Red Deer	128 16	64 07	192 23		359 47	36 75	668 10	517 75			1,774 30
Edmonton	463 25	208 46	671 71		411 23	574 50	1,082 40	1,855 40		5 00	4,600 24
Peace River											
Total	20,272 15	6,313 65	26,585 80	107 40	8,562 35	5,551 33	7,337 65	5,494 05	45 00	335 00	54,018 58

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, May 18, 1911.

FRANK S. CHECKLEY,
Chief of Branch.

E.—MANITOBA SCHOOL LANDS.

STATEMENT of Revenue and Expenditure on account of Manitoba School Lands for the Fiscal Year ended March 31, 1911.

Particulars.	Period.	Dr.	Cr.
		$ cts.	$ cts.
By balance on April 1, 1910			2,582,422 94
" sales	12 months ended March 31, 1911.		315,260 35
" cultivation permits	" " "		170 84
" timber dues, hay permits, grazing rental and gravel	" " "		4,944 34
" registration fees	" " "		233 00
" interest on fund	" " "		81,525 73
To cost of management at Ottawa	12 months ended March 31, 1911.	4,894 90	
" salaries, printing, advertising and general expenses	" " "	3,781 00	
" revenue and interest paid to Manitoba Government	" " "	97,021 56	
" interest on fund paid to Manitoba Government	" " "	81,525 73	
" balance on March 31, 1911		2,797,334 01	
		2,984,557 20	2,984,557 20

FRANK S. CHECKLEY,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 12, 1911.

F.—SASKATCHEWAN SCHOOL LANDS.

STATEMENT of Revenue and Expenditure on account of Saskatchewan School Lands for the Fiscal Year ended March 31, 1911.

Particulars.	Period.	Dr.	Cr.
		$ cts.	$ cts.
By balance on April 1, 1910			1,047,870 95
" sales	12 months ended March 31, 1911.		688,601 31
" cultivation permits	" " "		364 50
" timber dues, hay permits, grazing and coal rentals and sand	" " "		18,466 02
" registration fees	" " "		296 00
" interest on fund	" " "		44,047 45
To cost of management at Ottawa	12 months ended March 31, 1911.	4,894 90	
" salaries, printing, advertising and general expenses	" " "	9,096 74	
" revenue and interest paid to Saskatchewan Government	" " "	52,674 37	
" interest on fund paid Saskatchewan Government	" " "	44,047 45	
" balance on March 31, 1911		1,688,932 77	
		1,799,646 23	1,799,646 23

FRANK S. CHECKLEY,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 12, 1911.

G.—ALBERTA SCHOOL LANDS.

STATEMENT of Revenue and Expenditure on account of Alberta School Lands for the Fiscal Year ended March 31, 1911.

Particulars.	Period.	Dr.	Cr.
		$ cts.	$ cts.
By balance on April 1, 1910			853,619 13
" sales	12 months ended March 31, 1911		548,766 31
" cultivation permits	" " "		3 25
" timber dues, hay permits, grazing and coal rentals and petroleum	" " "		32,834 45
" registration fees	" " "		473 10
" interest on fund	" " "		34,749 52
To cost of management at Ottawa	12 months ended March 31, 1911	4,894 89	
" salaries, printing, advertising and general expenses	" " "	7,479 76	
" revenue and interest paid to Alberta Government	" " "	131,306 67	
" interest on fund paid to Alberta Government	" " "	34,749 52	
" balance on March 31, 1911		1,292,014 92	
		1,470,445 76	1,470,445 76

FRANK S. CHECKLEY,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
School Lands Branch,
Ottawa, June 12, 1911.

No. 36.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

Department of the Interior,
Ottawa, June 8, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit the annual report of this branch of the department for the fiscal year ending March 31, 1911.

Within the period covered by this report there were no public sales of ordnance lands held, but, with reference to lands previously sold or held under lease with the privilege of having such leasehold property converted into freehold upon payment in cash of the total amount of the purchase money, 14 whole lots and 6 half lots situated in the localities hereunder mentioned and in the annexed statement marked 'A,' have been redeemed and letters-patent therefor have been issued.

1. Grand Falls, N.B.—Five town lots and three farm lots situated within the limits of the ordnance reserve adjacent to this town, and which were sold at public auction on various dates for the sum of $479, have been paid for in full and letters-patent issued therefor; the sum of $288.80 being the final payments of the purchase money having been received within the fiscal year.

A free grant in the form of a quit claim deed was issued in favour of the town of Grand Falls, for a strip of ordnance lands known as 'Broadway street,' connecting two sections of the ordnance reserve, and which forms the principal street in the town.

2. Niagara-on-the-Lake.—One of the lots situated in this town, and forming part of the sub-division of 'the hospital lots,' which was sold by public auction in 1908 for the sum of $275, was paid for in full, and letters-patent issued. The balance of the purchase money amounting to $165 was received within the year.

3. Ottawa.—The ordnance lots in this locality are occupied by tenants under provisions embodied in the original leases granted by the Imperial authorities, one of these provisions being that the lessee may, at any time, upon payment in cash of the amount of consideration money placed on these lots, redeem the same and obtain letters-patent therefor. During the last year one whole and four half lots were redeemed and patents issued. The total amount of consideration money received for these lots was $603.

A grant in the form of a quit claim deed was issued in favour of the corporation of the city of Ottawa, conveying to that body any interest the crown might have in the property known as the 'old cemetery lots,' situated between Wurtemburg and Cobourg streets in this city. These lots were set apart in 1844 by the principal officers of Her Majesty's ordnance and appropriated to the Roman Catholic, the Wesleyan Methodist, the Presbyterian and the Episcopalian congregations, respectively, for cemetery purposes, but have not been used for this purpose for many years. Prior to the preparation and delivery of the quit claim deed from the Crown, and with the view of having the whole property transformed into a public park, the corporation obtained and filed in this branch quit claim deeds in favour of the said corporation from each of the denominations interested.

Burlington Heights.—Two lots forming part of the sub-division of the ordnance property in this locality and reserved from sale on account of the same having been used as a burial ground in which the bodies of a number of soldiers and emigrants who died from cholera had been interred, were, by order in council, transferred from class two to class one of Ordnance and Admiralty Lands, and placed under the control of the Department of Militia and Defence.

Kingston.—Possession of a small parcel of ordnance land fronting on Cataraqui bay in this city and occupied by the Kingston and Pembroke Railway Company under license of occupation was resumed by the Crown, as provided in the said license of occupation, the land in question being required for military purposes, and was transferred by order in council to class one of Ordnance and Admiralty Lands, and placed under the control of the Department of Militia and Defence.

Sorel.—A block of ordnance land embracing six lots and forming part of the reserve in this locality, was transferred by order in council to the Department of Marine and Fisheries, the same being required in connection with the government shipyard.

The following statements are hereto annexed:—

A. Statement giving the number of lots and part lots sold or redeemed; the amounts for which such lots were originally sold and the sum received within the fiscal year.

B. Statement giving the names of the several localities where ordnance lands are situated on account of which moneys have been received during the past fiscal year.

C. Statement showing the receipts each month classified as fees, rent or interest equivalent to rent and principal.

D. Statement showing the amounts due and unpaid on account of purchase money and rent or interest. The total amount shown to be outstanding is $60,110.18.

The correspondence and routine work in connection with this branch averaged about the same as during the previous fiscal years. The number of letters received, recorded and filed was 425; number of letters written, copied, indexed and mailed, 455. In addition there were 144 accounts prepared and rendered, 110 receipts issued and 77 reports pertaining to ordnance lands in the various localities prepared and submitted. There were likewise 14 draft letters-patent prepared, 13 assignments received, examined and registered, and 7 new leases issued.

The accounts with purchasers and tenants of ordnance lands now open in the books of this branch number 194, all of which have been regularly and carefully posted. The receipt book, cash book and monthly statement book have been assiduously kept and a monthly return of all moneys received carefully prepared and regularly furnished to the superintending accountant of the department.

In addition to the foregoing report on the work in connection with ordnance lands, the work required in connection with the orders in council passed from time to time relating to the administration of the whole department has been carefully and efficiently carried on. An estimate may be formed of the volume of work performed in connection with the copying, comparing, recording, printing, proofreading, checking, numbering, filing, &c., of all orders in council passed affecting this department, when attention is drawn to the fact that 621 orders in council were passed within the last year, an increase of 108 over the previous year. Of these 245 were prepared for publication in the *Canada Gazette*, and 35 likewise published in the British Columbia *Gazette*.

Since the date of the last report an additional bound volume of orders in council, for the year 1906, for departmental reference and as a permanent record was prepared, indexed, bound and copies thereof distributed among the various branches of the department. A complete index for another volume was commenced and is now in course of preparation.

An exhaustive record of attendance of the officials of the several branches of this large and growing department—now numbering over 700—is carefully and regularly kept. As this record comprises absences for any and all causes and constitutes the basis of the monthly pay lists and of the quarterly returns required under the Civil Service Amendment Act, 1908, its importance can be easily estimated.

I have the honour to be, sir,

Your obedient servant,

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

'A.'—STATEMENT giving the number of lots and part lots sold or redeemed, the amount for which lots were originally disposed of and the sums received as instalments or balance of purchase monies during the Fiscal Year ending March 31, 1911.

Locality.	Number of lots sold or redeemed.	Amount of consideration or purchase money.	Amount received on account during the fiscal year.	Remarks.
		$ cts.	$ cts.	
Grand Falls	4 town lots.....	351 00	224 80	Balance of purchase money.
	3 farm lots.....	128 00	64 00	" "
Ottawa	2 whole lots....	360 00	360 00	Consideration in full.
	4 half lots......	243 00	243 00	" "
Niagara...............	Hospital lot.....	275 00	165 00	Balance of purchase price.
		1,357 00	1,056 80	

JOS. P. DUNNE.

Clerk in charge of Ordnance and Admiralty Lands Branch.

'B.'—Statement naming the various localities where Ordnance Lands are situated on account of which moneys have been received during the Fiscal Year ending March 31, 1911.

Locality.	Total.	Locality.	Total.
	$ cts.		$ cts.
Amherstburg	2 00	Queenston	2 00
Burlington	100 00	St. Joseph's Isle	75 91
Chambly	1 00	Sarnia	200 00
Elmsley	5 70	Shelbourne	3 00
Fort Erie	2 00	Sorel	29 00
Grand Falls	658 78	South Crosby	2 00
Grenville	2 00	Toronto	1,670 00
Kingston	52 25	Wolford	202 40
Longueuil	2 00		
Nepean	7 50		5,951 84
Niagara	170 50	Fees	57 50
Oromoctoo	50		
Ottawa	1,850 03		6,009 34
Owen Sound	55 00	Refunds	26 10
Oxford	1 20		
Point Pelee	21 57		5,983 24
Prescott	3 00	February refund	25 00
Presqu'Isle	2 50		
Quebec	830 00		5,958 24

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

'C.'—STATEMENT showing receipts each month of the year classified as Fees, Rent or Interest, equivalent to Rent and Principal.

Month.	Fees.	Rent or Interest.	Principal.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.
April	12 00	1,828 79	345 00	2,185 79
May		222 52		222 52
June		1,206 02		1,206 02
July		418 77	130 80	549 57
August	18 00	124 70	246 20	388 90
September	1 50	41 07	40 00	82 57
October		18 10		18 10
November	2 00	3 00		5 00
December	2 00	1 59	19 41	23 00
1911.				
January	4 00	210 73	253 69	468 42
February		344 80	75 80	420 60
March	18 00	282 85	138 00	438 85
	57 50	4,702 94	1,248 90	6,009 34
Refunds—				
July	2 00			
August	4 00			
September	1 50			
November	7 50			
January	8 55			
February	55			
April	2 00			
	26 10			26 10
				5,983 24
February refund				25 00
				5,958 24

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

'D.'—STATEMENT showing amounts due and unpaid on account of Purchase Money and Rent or Interest for the Fiscal Year ending March 31, 1911.

Locality.	Rent or Interest.	Principal.	Total.
	$ cts.	$ cts.	$ cts.
Beaver Harbour	12 00		12 00
Burlington Beach	120 00		120 00
Carillon	5 60		5 60
Chambly	313 23	347 00	660 23
Dalhousie	13 80	23 00	36 80
Edmunston	39 68	38 40	78 08
Elmsley	4 00		4 00
Fort Cumberland	164 00		164 00
Grand Falls	340 20	953 97	1,294 17
Grenville	20		20
Kingston	150 00		150 00
Marlborough	3 00		3 00
Nepean	58 00		58 00
Niagara	66 51	389 80	456 31
Ottawa	2,708 20		2,708 20
Owen Sound	83 00		83 00
Oxford	50		50
Presqu'Isle	50		50
St. Croix	4 00		4 00
Sorel	1,368 32		1,368 32
Tay	8 00		8 00
Toronto	780 00	52,000 00	52,780 00
Turkey Point	18 67		18 67
Wolford	96 60		96 60
	6,358 01	53,752 17	60,110 18

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

No. 37.

REPORT OF THE CORRESPONDENCE COMPARING AND MAILING BRANCH.

Department of the Interior,
Correspondence Comparing and Mailing Branch,
Ottawa, April 3, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit to you, herewith, a statement showing the work done in the Correspondence Comparing and Mailing Branch of the Department of the Interior during the fiscal year ended March 31, 1911.

I have the honour to be, sir,

Your obedient servant,

CHAS. C. PELLETIER,

Chief Clerk in Charge.

Statement of the work done in the Correspondence Comparing and Mailing Branch during the Fiscal Year ending March 31, 1911.

From April 1, 1910, to March 31, 1911.	Letters sent.	Registered letters sent.	Telegrams sent.	Totals.
1910.				
April	33,195	2,701	304	36,200
May	28,680	2,193	351	31,224
June	28,658	2,422	344	31,424
July	32,880	2,521	358	35,759
August	35,853	2,368	250	38,471
September	31,250	2,263	175	33,688
October	33,815	2,461	197	36,473
November	31,775	2,274	207	34,256
December	30,912	2,129	183	33,224
1911.				
January	30,861	2,613	137	33,611
February	30,327	2,430	158	32,915
March	33,665	2,474	226	36,365
Total for fiscal year ending March 31, 1911	381,871	28,849	2,890	413,610

The outgoing letters were copied in 159 one-thousand paged letter-books, compared with 158 letter-books for the same period last year.

The number of pages of letter-books indexed was 158,558.

The daily average of letters sent out was 1,262.

The heaviest daily average was during the month of August, the same month as last year, the daily average being 1,380. The lightest month was June with an average of 1,146.

There were 1,000 documents compared.

The grand total for this office during the fiscal year 1910-1911 was 413,610, an increase of about 10,000 letters over last year.

CHAS. C. PELLETIER,

Chief Clerk in Charge.

No. 38.

REPORT OF THE CORRESPONDENCE REGISTRATION BRANCH.

Department of the Interior,
Correspondence Registration Branch,
Ottawa, April 18, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to place before you a report of the work of the Registration Branch of the department for the fiscal year, which ended with March 31, last.

Statement A. shows the number of letters recorded and the amount of money received and sent to the accountant during the year.

Statement B. shows the growth of the work year by year for the last twelve years.

Letters or parcels enclosing cash, cheques, money orders, &c., reached a total of 13,677.

There were 2,550 telegrams received and registered. Letters written in foreign languages translated into English numbered 1,976.

There were 992,400 files distributed to the several branches, and at present there are 10,000 fyles being acted on or awaiting action throughout the department.

There were 372,241 letters received and dealt with and 279,181 were numbered and recorded.

Notwithstanding the growth of the work (19,863 letters over the preceding year), and the great inconvenience caused by the scattered condition of the branches of the department, I am able to say that at no other period during the last six years have results been so satisfactory.

Messrs. H. Chandler, J. A. C. Elliott, G. A. Grey and A. A. Traversy have been transferred to other branches.

J. M. ROBERTS,

Chief of Branch.

A.—STATEMENT showing the number of letters recorded and the money received during the Fiscal Year ended March 31, 1911.

Months.	Letters Recorded.	Daily Average.	Registered Letters.		Money Received.
			Received.	Sent.	
1910.					$ cts.
April	22,152	852	1,586	2,701	172,085 33
May	29,156	1,268	1,535	2,193	154,754 14
June	31,530	1,221	1,597	2,422	231,285 18
July	28,345	1,090	1,638	2,521	239,171 08
August	27,565	1,060	1,725	2,368	117,443 15
September	21,580	863	1,744	2,263	80,364 20
October	20,405	816	1,638	2,461	226,232 38
November	24,140	966	1,862	2,274	352,470 34
December	21,200	883	1,700	2,129	205,977 40
1911.					
January	17,845	743	1,639	2,613	123,516 14
February	16,148	673	1,613	2,430	199,643 77
March	19,115	735	1,785	2,430	117,174 86
Total	279,181	....	20,062	28,849	2,220,117 97

J. M. ROBERTS,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 12, 1911.

B.—STATEMENT showing the number of letters recorded and the money received during each Fiscal Year from 1900 to March 31, 1911.

Fiscal Year.	Letters Recorded.	Money Received.
		$ cts.
1900	48,663	200,831 71
1901	67,860	333,534 02
1902	67,722	382,999 87
1903	87,851	629,585 47
1904	113,074	630,355 44
1905	135,908	528,219 76
1906	176,729	875,933 54
1907. (nine months)	159,462	1,337,780 94
1908	187,684	1,558,230 32
1909	260,142	1,798,276 17
1910	264,209	2,381,605 39
1911	279,186	2,220,117 97

J. M. ROBERTS,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 12, 1911.

No. 39.

REPORT OF LAND PATENTS BRANCH.

Department of the Interior,
Land Patents Branch.
Ottawa, July 3, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit for your information the statements, hereinafter enumerated, for the fiscal year ended March 31, 1911, in connection with the work performed in the Land Patents Branch.

1. Statement of letters patent issued for Dominion lands situate in Manitoba. Saskatchewan, Alberta, British Columbia, the Yukon Territory and the Northwest Territories.
2. Statement showing the number of patents forwarded to the several registrars of the land registration districts of the provinces of Alberta and Saskatchewan and the Yukon Territory.
3. Statement showing the number of patents issued by the Department of the Interior in each year since 1874.
4. Statement showing the number of homestead entries, as compared with the corresponding period of the previous year.
5. Statement showing the number of pre-emptions, purchased homesteads and South African volunteer homesteads granted in each land agency.
6. Statement of homesteads, pre-emptions, purchased homesteads and South African volunteer homesteads granted during each month.
7. Statement showing the number of South African bounty land certificates of 320 acres each, issued under the Volunteer Bounty Act, 1908, by the Department of the Interior.
8. Statement of entries affecting Dominion lands which were made at head office.
9. Comparative statement of homestead entries and sales made during the fiscal years ended March 31, 1910, and March 31, 1911, respectively.
10. Statement showing the number of assignments recorded in the Land Patents Branch.
11. Statement showing the number of entries cancelled during the year; also the year in which such entries were made.

I have the honour to be, sir,

Your obedient servant,

N. O. COTE,

Chief of Branch.

1.—STATEMENT of Letters Patent covering Dominion Lands situate in Manitoba, Saskatchewan, Alberta, Northwest Territories, British Columbia and the Yukon Territory, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Alberta Railway and Irrigation Co's sales	98	66,933	105	46,923
2	Assignment of Mortgages	.....	.....	3	.....
3	British Columbia homesteads	84	12,431	104	14,791
4	British Columbia sales	86	6,389	58	3,317
5	Coal lands sales	45	9,779	70	16,047
6	Coal surface sales	2	50	.....	.....
7	Commutation grants	1	24	8	552
8	Homesteads	18,961	3,001,930	20,231	3,205,690
9	Hudson's Bay Co	11	71,588	3	991
10	Leases	.....	.....	1	.....
11	License of Occupation	23	75	20	.....
12	Manitoba Act grants	3	71	10	399
13	Manitoba University grants	2	320	.....	.....
14	Military bounty grants	6	951	3	479
15	Military homesteads	5	1,496	5	1,579
16	Mining lands sales	16	2,213	12	1,459
17	Mineral rights (40,752 acres)	173	.....	88	.....
18	Northwest half breed grants	332	59,634	283	51,968
19	Northwest Mounted Police grants	.....	.....	1	160
20	Parish sales	11	1.096	17	2,326
21	Quit claim, special grants (2,233 acres)	14	.....	19	.....
	Railways :—				
22	Calgary and Edmonton Railway Co	19	5,442	14	6,225
23	Canadian Northern Railway Co	181	38,380	181	127,139
24	Canadian Pacific Railway grants	179	27,649	41	6,247
25	Canadian Pacific Railway grants, Souris Br.	53	270,826	3	8,248
26	Canadian Pacific Railway roadbed and station grounds	47	1,586	2	152
27	Grand Trunk Pacific Railway	127	2,842	89	4,332
28	Manitoba and Northwestern Railway Co	11	169	2	7
29	Manitoba and Southeastern Railway Co	6	2,252	.....	.....
30	Manitoba Southwestern Colonization Railway Co.	.....	.....	3	2,846
31	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	10	2,034	15	3,285
32	Sales	551	71,099	523	66,727
33	School lands sales	392	42,361	627	79,283
34	Special grants	195	6,710	275	9,342
35	Yukon Territory sales, (37 acres, under rights)	110	3,958	38	1,745
	Totals	21,754	3,710,288	22,854	3,662,259

N. O. COTE.

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

2.—STATEMENT of Letters Patent covering Dominion Lands situate in the Province of Manitoba, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Assignment of mortgages	....	....	3	....
2	Commutation grants	1	24	8	552
3	Homesteads	600	92,271	589	90,177
4	Hudson's Bay Co	2	29,694	....	....
5	Manitoba Act grants	3	71	10	399
6	Manitoba University	2	320	....	....
7	Mining lands sales	10	1,958	11	1,408
8	Parish sales	10	1,076	16	2,262
9	Quit claim, special grants	....	....	2	....
	Railways:—				
10	Canadian Northern Railway Co	72	12,472	11	141
11	Canadian Pacific Railway grants	2	19	9	177
12	Canadian Pacific Railway roadbed and station grounds	1	7	....	....
13	Grand Trunk Pacific Railway	6	133	....	....
14	Manitoba and Northwestern Railway Co	....	....	1	2
15	Manitoba and Southeastern Railway Co	1	12	....	....
16	Manitoba Southwestern Colonization Railway Co	....	....	1	6
17	Sales	90	6,078	95	6,539
18	School lands sales	141	19,097	411	62,853
19	Special grants	10	323	16	1,300
	Totals	951	163,555	1,183	165,816

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

3.—STATEMENT of Letters Patent covering Dominion Lands situate in the Province of Saskatchewan, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909 to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Coal lands sales	....	....	2	60
2	Homesteads	11,740	1,860,253	12,937	2,049,369
3	Hudson's Bay Co.	6	10,196	2	947
4	License of occupation	10	....	7	....
5	Military bounty grants	2	320	2	319
6	Military homesteads	3	960	3	939
7	Mining lands sales	1	126	....	....
8	Mineral rights (4,197 acres)	16	....	2	....
9	Northwest half-breed grants	180	33,426	190	35,216
10	Northwest Mounted Police grants	....	....	1	160
11	Quit claim, special grants (2,233 acres)	14	....	17	....
	Railways:—				
12	Canadian Northern Railway Co.	109	25,909	170	126,998
13	Canadian Pacific Railway grants	107	3,744	21	3,298
14	Canadian Pacific Railway grants, Souris Branch	52	270,666	3	8,248
15	Canadian Pacific Railway roadbed and station grounds	45	1,537	....	....
16	Grand Trunk Pacific Railway	74	1,203	15	232
17	Manitoba and Northwestern Railway Co.	11	169	1	5
18	Manitoba and Southeastern Railway Co.	4	2,080	....	....
19	Manitoba and Southwestern Colonization Railway Co.	....	....	2	2,840
20	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.	10	2,034	15	3,285
21	Sales	274	37,756	226	33,911
22	School lands sales	157	16,293	134	11,883
23	Special grants	78	1,922	167	2,202
	Totals	12,893	2,268,594	13,917	2,279,912

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

4.—STATEMENT of Letters Patent covering Dominion Lands situate in the Province of Alberta, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Alberta Railway and Irrigation Co's sales	98	66,933	105	46,923
2	Coal lands sales	45	9,779	68	15,987
3	Coal surface sales	2	50	....	....
4	Homesteads	6,619	1,049,389	6,705	1,066,144
5	Hudson's Bay Co	3	31,698	1	44
6	Leases	....	....	1	....
7	License of occupation	13	75	13	....
8	Military bounty grants	4	631	1	160
9	Military homesteads	2	536	2	640
10	Mining lands sales	3	56	....	....
11	Mineral rights (36,555 acres)	157	....	85	....
12	Northwest half-breed grants	152	26,208	93	16,752
13	Parish sales	1	20	1	64
	Railways:—				
14	Calgary and Edmonton Railway Co	19	5,442	14	6,225
15	Canadian Pacific Railway grants	69	23,606	10	2,762
16	Canadian Pacific Railway grants, Souris Branch	1	160	....	....
17	Canadian Pacific Railway roadbed and station grounds	....	....	2	152
18	Grand Trunk Pacific Railway	47	1,506	74	4,100
19	Manitoba and Southeastern Railway Co	1	160	....	....
20	Sales	184	26,298	202	26,277
21	School lands sales	94	6,971	82	4,547
22	Special grants	102	4,342	85	5,739
	Totals	7,616	1,253,860	7,544	1,196,516

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

5.—STATEMENT of Letters Patent covering Dominion Lands situate in the Province of British Columbia, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	British Columbia homesteads	84	12,431	104	14,791
2	British Columbia sales	86	6,389	58	3,317
3	Mining lands sales	2	73		
4	Mineral rights			1	
	Railways:—				
5	Canadian Pacific Railway grants	1	280	1	10
6	Canadian Pacific Railway roadbed and station grounds	1	42		
7	Special grants	5	123	7	101
	Totals	179	19,338	171	18,219

N. O. COTE.

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

6.—STATEMENT of Letters Patent covering Dominion Lands situate in the Yukon Territory, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Yukon Territory sales (37 acres, under rights)	110	3,958	38	1,745

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

7.—STATEMENT of Letters Patent covering Dominion Lands situate in the Northwest Territories, issued from the Department of the Interior during the Fiscal Year ending March 31, 1911, as compared with the Fiscal Year ending March 31, 1910, and recorded in the Land Patents Branch.

Number.	Nature of Grant.	From April 1, 1910, to March 31, 1911.		From April 1, 1909, to March 31, 1910.	
		Patents.	Acres.	Patents.	Acres.
1	Homesteads	2	16		
2	Sales	3	967		
3	Mining lands sales			1	51
	Totals	5	983	1	51

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

8.—STATEMENT showing number of Patents forwarded to the several registrars of the Land Registration districts of the Provinces of Alberta, Saskatchewan, the Northwest Territories and the Yukon Territory, and the number of notifications mailed to patentees during the year ended March 31, 1911.

Registration District.	No. of Patents sent to Registrars.	Number of Notifications mailed to Patentees.
Assiniboia	4,230	4,106
East Saskatchewan	790	689
West Saskatchewan	1,376	1,210
Yorkton	1,271	1,098
Saskatoon	4,733	4,624
Moosejaw	159	154
North Alberta	4,746	4,611
South Alberta	2,607	2,498
Northwest Territories	22	29
Yukon	110	112
Totals	20,044	19,131

N. O. COTE,

Chief of Branch and Registrar of Dominion Lands Patents.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

9.—STATEMENT showing the number of Letters Patent issued by the Department of the Interior in each year since 1874.

Period.	No. issued.
Year ended October 31, 1874	536
" " 1875	492
" " 1876	375
" " 1877	2,156
" " 1878	2,597
" " 1879	2,194
" " 1880	1,704
" " 1881	1,768
" " 1882	2,766
" " 1883	3,591
" " 1884	3,837
" " 1885	3,257
" " 1886	4,570
" " 1887	4,599
" " 1888	3,275
" " 1889	3,282
" " 1890	3,273
" " 1891	2,449
" " 1892	2,955
" " 1893	2,936
" " 1894	2,553
" December 31, 1894	2,682
" " 1895	2,118
" " 1896	2,665
" " 1897	2,972
" " 1898	3,037
" " 1899	3,904
Six months ended June 30, 1900	1,970
Year ended " 1901	6,461
" " 1902	8,768
" " 1903	7,349
" " 1904	6,890
" " 1905	8,798
" " 1906	12,370
Nine months ended March 31, 1907	10,596
Year ended " 1908	18,690
" " 1909	22,431
" " 1910	22,854
" " 1911	21,754

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

10.—STATEMENT showing number of Homestead Entries made during the Fiscal Year, 1910-11, as compared with Fiscal Year, 1909-10.

Agency.	Manitoba.		Saskatchewan.		Alberta.		British Columbia.		Remarks.
	1910-11.	1909-10.	1910-11.	1909-10.	1910 11.	1909-10.	1910-11.	1909-10.	
Battleford			2,215	1,905					
Brandon	76	111							
Calgary					5,450	6,255			
Dauphin	1,012	1,062							
Edmonton					5,112	4,107			
Estevan			1,033	884					
Humboldt			1,738	1,609					
Kamloops							202	257	
Lethbridge					933	4,948			
Medicine Hat			1,589		2,146				
Moosejaw			5,285	10,901					
New Westminster							4	20	No. of entries for fiscal year 1910-11=44,479.
Peace River					291	53			
Prince Albert			1,871	1,240					
Regina			435	567					No. of entries for fiscal year 1909-10=41,568.
Red Deer					2,032	1,824			
Saskatoon			4,178	3,226					
Swift Current			5,568						Net increase for fiscal year 1910-11=2,911.
Winnipeg	1,994	1,356							
Yorkton			1,315	1,243					
Total	3,082	2,529	25,227	21,575	15,964	17,187	206	277	

RECAPITULATION.

Month.	Manitoba.		Saskatchewan.		Alberta.		British Columbia.		Remarks.
	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	
1909.									
April	144	152	642	976	568	1,558	6	12	
May	121	161	830	1,069	677	1,007	9	17	
June	200	202	1,610	2,688	1,172	1,901	14	28	
July	324	231	4,240	2,393	2,620	1,934	25	44	
August	281	170	3,745	1,611	2,328	1,433	20	29	
September	354	268	3,440	2,347	1,985	1,569	23	21	
October	307	300	2,576	2,304	1,356	1,617	21	27	
November	261	192	1,958	1,418	1,258	1,194	23	28	
December	258	187	1,530	1,316	1,077	1,386	16	13	Fiscal year 1910-11=44,479.
1910.									
January	364	269	1,845	1,816	1,100	1,437	16	28	
February	309	254	1,783	2,491	1,073	1,384	18	14	Fiscal year 1909-10=41,568.
March	159	143	1,028	1,146	750	767	15	16	
Total	3,082	2,529	25,227	21,575	15,964	17,187	206	277	

N. O. COTE,

Chief of Branch.

11.—STATEMENT showing number of Homestead Entries granted in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia for Fiscal Year 1910-1911, as compared with Fiscal Year, 1909-1910.

MANITOBA.

Agencies.	1910-11.	1909-10.	Increase.	Decrease.	Total, 1910-11.	Total, 1909-10.	Increase, 1910-11.	Decrease, 1909-10.
Winnipeg	1,994	1,356	638					
Dauphin	1,012	1,062		50				
Brandon	76	111		35				
	3,082	2,529	638	85	3,082	2,529	553	

SASKATCHEWAN.

Agencies.	1910-11.	1909-10.	Increase.	Decrease.	Total, 1910-11.	Total, 1909-10.	Increase, 1910-11.	Decrease, 1909-10.
Yorkton	1,315	1,243	72					
Estevan	1,033	884	149					
Regina	435	567		132				
Humboldt	1,738	1,609	129					
Prince Albert	1,871	1,240	631					
Moosejaw	5,285	10,901		5,616				
Medicine Hat	1,589		1,589					
Battleford	2,215	1,905	310					
Swift Current	5,568		5,568					
Saskatoon	4,178	3,226	952					
	25,227	21,575	9,400	5,748	25,227	21,575	3,652	

ALBERTA.

Agencies.	1910-11.	1909-10.	Increase.	Decrease.	Total, 1910-11.	Total, 1909-10.	Increase, 1910-11.	Decrease, 1909-10.
Calgary	5,450	6,255		805				
Lethbridge	933	4,948		4,015				
Red Deer	2,032	1,824	208					
Edmonton	5,112	4,107	995					
Peace River	291	53	238					
Medicine Hat	2,146		2,146					
	15,964	17,187	3,587	4,820	15,964	17,187		1,223

BRITISH COLUMBIA.

Agencies.	1910-11.	1909-10.	Increase.	Decrease.	Total, 1910-11.	Total, 1909-10.	Increase, 1910-11.	Decrease, 1909-10.
Kamloops	202	257		55				
New Westminster	4	20		16				
	206	277		71	206	277		71
Grand total for fiscal year 1910-11					44,479			
do do 1909-10						41,568		
Net increase for fiscal year 1910-11					2,911		4,205	1,294

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

12.—STATEMENT showing the number of Homestead Entries made during the Fiscal Year 1910-1911, the Nationality of the Homesteaders and the Provinces in which the entries were made.

Nationalities.	Provinces.				Total.
	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	
Canadians from Ontario	124	2,338	1,952	24	4,438
" Quebec	38	629	427	7	1,101
" Nova Scotia	53	77	105	2	237
" New Brunswick	......	52	86	2	140
" Prince Edward Island	2	37	28	1	68
" Manitoba	457	836	200	2	1,495
" Saskatchewan	4	3,912	145	......	4,061
" Alberta	2	73	905	......	980
" British Columbia	......	44	82	10	136
Persons who had previous entry	414	643	763	14	1,834
Newfoundlanders	1	4	2	......	7
Canadians returned from the United States	16	359	178	......	553
Americans	194	7,017	5,234	40	12,485
English	385	3,543	2,170	63	6,161
Scotch	109	636	531	15	1,291
Irish	37	212	234	9	492
French	52	243	81	......	376
Belgians	16	68	47	2	133
Swiss	10	21	43	......	74
Italians	1	30	33	4	68
Roumanians	10	140	25	......	175
Syrians	2	60	2	......	64
Germans	87	461	295	2	845
Austro-Hungarians	630	1,309	862	3	2,804
Hollanders	51	45	105	......	201
Danes (other than Icelanders)	22	93	91	......	206
Icelanders	54	36	6	......	96
Swedes	77	493	366	1	937
Norwegians	23	695	374	......	1,092
Russians (other than Mennonites and Doukhobors)	199	1,085	573	1	1,858
Mexican	......	1	......	......	1
Mennonites	6	......	......	......	6
Arabian	......	1	......	......	1
Chinese	......	1	1	3	5
Japanese	......	2	1	......	3
Persians	......	8	1	......	9
Australians	......	4	5	1	10
New Zealanders	......	1	5	......	6
Algerians	1	......	......	......	1
Hindoos	1	3	......	......	4
Greek	2	8	3	......	13
Turk	1	3	1	......	5
Spanish	1	......	1	......	2
Palestine	......	1	......	......	1
Servians	......	3	......	......	3
Chilians	......	......	1	......	1
Total	3,082	25,227	15,964	206	44,479
Number of souls represented by above entries	......	......	......	......	107,884

N. O. COTE,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

13.—Comparative Statement showing the number of Homestead Entries made during the Fiscal Years ended March 31, 1910 and 1911, and the Nationality of the Homesteaders, as reported by the several agencies of the department in Manitoba, Saskatchewan, Alberta and British Columbia.

Nationalities.	No. of Entries, 1910.	No. of Entries, 1911.
Canadians from Ontario	3,953	4,438
" " Quebec	964	1,101
" " Nova Scotia	188	237
" " New Brunswick	130	140
" " Prince Edward Island	93	68
" " Manitoba	1,434	1,495
" " Saskatchewan	3,307	4,061
" " Alberta	1,219	980
" " British Columbia	182	136
Persons who had previous entry	2,274	1,834
Newfoundlanders	10	7
Canadians returned from the United States	753	553
Americans	12,813	12,485
English	5,459	6,161
Scotch	1,326	1,291
Irish	546	492
French	360	376
Belgians	160	133
Swiss	60	74
Italians	21	68
Roumanians	71	175
Syrians	42	64
Germans	688	845
Austro-Hungarians	2,361	2,804
Hollanders	102	201
Danes (other than Icelanders)	147	206
Icelanders	130	96
Swedes	818	937
Norwegians	843	1,092
Russians (other than Mennonites and Doukhobors)	1,061	1,858
Mennonites	6	6
Doukhobors	3	....
Chinese	8	5
Japanese	2	3
Persians	2	9
Australians	3	10
New Zealanders	5	6
Greeks	3	13
Hindoos	14	4
Bulgarians	5	....
Servians	1	3
Spaniards	1	2
Turks	1	7
Algerians	....	1
Chilians	....	1
Mexicans	....	1
Total	41,568	44,479

Representing 101,286 souls in 1910.
Representing 107,884 souls in 1911.

N. O. COTE,
Chief of Branch.

Department of the Interior,
Land Patents Branch,
Ottawa, July 3, 1911.

14.—STATEMENT showing the number of Homestead Entries made in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia during the Fiscal Year 1910-1911, by persons coming from the United States of America.

States.	Provinces.				Total
	Man.	Sask.	Alta.	B. C.	
Arizona	....	....	4	2	6
Alabama	....	....	11	....	11
Alaska	....	....	1	....	1
Arkansas	....	7	14	....	21
California	....	19	62	2	83
Carolina, North	5	3	20	1	29
Carolina, South	4	5	3	....	12
Colorado	1	....	15	....	16
Columbia, District of	....	....	....	....	....
Connecticut	2	7	16	....	25
Dakota, North	87	3,111	1,140	1	4,339
Dakota, South	7	473	301	1	782
Delaware	....	....	1	....	1
Florida	....	....	1	....	1
Georgia	....	3	3	....	6
Idaho	....	58	169	1	228
Illinois	10	183	213	3	409
Indiana	....	123	94	2	219
Indian Territory	....	....	....	....	....
Iowa	....	297	301	....	598
Kansas	1	63	133	3	200
Kentucky	....	9	41	....	50
Louisiana	....	....	4	....	4
Maine	....	28	19	4	51
Maryland	....	2	3	....	5
Massachusetts	1	44	48	....	93
Michigan	4	309	332	5	650
Minnesota	52	1,531	648	....	2,231
Mississippi	....	....	10	....	10
Missouri	2	48	95	2	147
Montana	4	94	147	1	246
Nebraska	1	76	123	....	200
Nevada	....	....	3	....	3
New Hampshire	1	17	11	....	29
New Jersey	2	5	8	1	16
New Mexico	....	1	....	....	1
New York	6	89	109	1	205
Ohio	4	68	111	....	183
Oklahoma	....	35	64	....	99
Oregon	1	20	135	1	157
Pennsylvania	....	47	78	1	126
Rhode Island	2	9	8	....	19
Tennessee	....	9	25	....	34
Texas	....	8	24	....	32
Utah	....	6	13	....	19
Vermont	3	10	11	....	24
Virginia	....	3	11	....	14
Virginia, West	....	5	7	....	12
Washington	2	116	562	3	683
Wisconsin	8	431	236	3	678
Wyoming	....	5	23	2	30
	210	7,377	5,411	40	13,038

N. O. COTE,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

15.—COMPARATIVE Statement showing the number of Homestead Entries made during the Fiscal Years ended March 31, 1910 and 1911, by persons coming from the various States and Territories of the American Union.

States.	No. of entries, 1910.	No. of entries, 1911.
Arizona	6	6
Alabama	6	11
Alaska	9	1
Arkansas	9	21
California	99	83
Carolina, North	16	29
Carolina, South	2	12
Colorado	26	16
Columbia, District of	....	....
Connecticut	7	25
Dakota, North	4,736	4,339
Dakota, South	936	782
Delaware	....	1
Florida	4	1
Georgia	3	6
Idaho	277	228
Illinois	387	409
Indiana	207	219
Indian Territory	....	....
Iowa	545	598
Kansas	181	200
Kentucky	44	50
Louisiana	4	4
Maine	36	51
Maryland	2	5
Massachusetts	103	93
Michigan	670	650
Minnesota	2,347	2,231
Mississippi	....	10
Missouri	156	147
Montana	266	246
Nebraska	167	200
Nevada	10	3
New Hampshire	20	29
New Jersey	10	16
New Mexico	8	1
New York	196	205
Ohio	167	183
Oklahoma	110	99
Oregon	210	157
Pennsylvania	96	126
Rhode Island	6	19
Tennessee	27	34
Texas	35	32
Utah	32	19
Vermont	10	24
Virginia	6	14
Virginia, West	22	12
Washington	670	683
Wisconsin	642	678
Wyoming	38	30
	13,566	13,038

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

16.—The following statement shows the number of homestead entries reported in each year since 1874:—

Departmental Year Ended	No. of Entries.
October 31, 1874	1,376
“ 31, 1875	499
“ 31, 1876	347
“ 31, 1877	845
“ 31, 1878	1,788
“ 31, 1879	4,068
“ 31, 1880	2,074
“ 31, 1881	2,753
“ 31, 1882	7,483
“ 31, 1883	6,063
“ 31, 1884	3,753
“ 31, 1885	1,858
“ 31, 1886	2,657
“ 31, 1887	2,036
“ 31, 1888	2,655
“ 31, 1889	4,416
“ 31, 1890	2,955
“ 31, 1891	3,523
“ 31, 1892	4,840
“ 31, 1893	4,067
“ 31, 1894	3,209
Dec. 31, 1895	2,394
“ 31, 1896	1,857
“ 31, 1897	2,384
“ 31, 1898	4,848
“ 31, 1899	6,689
June 30, 1900	7,426
“ 30, 1901	8,167
“ 30, 1902	14,673
“ 30, 1903	31,383
“ 30, 1904	26,073
“ 30, 1905	30,819
“ 30, 1906	41,869
Nine months ended March 31, 1907	21,647
Year ended March 31, 1908	30,424
“ “ 1909	39,081
“ “ 1910	41,568
“ “ 1911	44,479

N. O. COTE,

Chief of Branch.

Department of the Interior,
Land Patents Branch,
Ottawa, July 3, 1911.

17.—Statement showing the number of Pre-emptions, Purchased Homesteads and South African Veteran Homesteads granted in each Land Agency during the Fiscal Year, 1910-1911 (from April 1, 1910, to March 31, 1911).

Agency.	Pre-emptions.	Purchased Homesteads.	South African Veteran Homesteads.
Battleford	305	113	144
Brandon			
Calgary	3,568	147	370
Dauphin			7
Edmonton	16	35	142
Estevan	539	52	42
Humboldt			51
Lethbridge	315	57	20
Moosejaw	3,366	264	199
Medicine Hat	2,610*	94†	243‡
New Westminster			
Peace River			102
Prince Albert	4	7	39
Regina	16	8	8
Red Deer	372	191	48
Saskatoon	1,202	578	184
Swift Current	3,305	214	360
Winnipeg			3
Yorkton			11
Total	15,618	1,760	1,973

* 1.409 in Alberta, 1,201 in Saskatchewan. † 57 in Alberta, 37 in Saskatchewan.
‡ 96 in Alberta, 147 in Saskatchewan.

Provinces.	Pre-emptions.	Purchased Homesteads.	South African Veteran Homesteads.
Manitoba			10
Saskatchewan	9,938	1,273	1,185
Alberta	5,680	487	778
British Columbia			
Total	15,618	1,760	1,973

N. O. COTE,

Chief of Branch.

Department of the Interior,
Land Patents Branch,
Ottawa, July 3, 1911.

18.—STATEMENT showing the number of Homesteads, Pre-emptions, Purchased Homesteads and South African Volunteer Homesteads granted during each month from April 1, 1910, to March 31, 1911.

Month.	Homesteads.	Pre-emptions.	Purchased Homesteads.	South African Volunteer Homesteads.
1910.				
April	7,209	3,236	210	388
May	6,374	2,567	247	313
June	5,802	2,254	232	216
July	4,260	1,434	150	187
August	3,500	1,018	147	143
September	2,881	873	122	117
October	3,325	994	131	111
November	3,183	939	111	121
December	1,952	577	104	96
1911.				
January	1,360	366	80	76
February	1,637	472	105	71
March	2,996	888	121	134
Total	44,479	15,618	1,760	1,973

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

19.—STATEMENT showing South African Volunteer Bounty Land Certificates of 320 acres each, issued under the Volunteer Bounty Act, 1908, by the Department of the Interior, during the Fiscal Year ended March 31, 1911.

	No.	Acres.
Certificates issued	294	94,080
Certificates located	1,973	631,360

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

20.—STATEMENT of entries affecting Dominion Lands which were made at Head Office during the year ended March 31, 1911.

	No. of Grants.	Acres.
Special grants..	194	6,465·00
Alberta Railway and Irrigation Co.. ..	96	66,612·05
Calgary and Edmonton Railway Co.. ..	...	5,393·05
Canadian Northern Railway Co..	...	29,004·92
Can. Pac. Ry. Co. (main line)..	...	5,283·63
" " (Souris br.)..	...	14,936·00
" " (Pipestone extension Souris branch)..	...	78,497·90
Manitoba South-Eastern Railway Co...	...	2,252·12
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co..	...	2,192.32
Area sold and patented to Grand Trunk Pacific for townsites..	...	587·97
Area granted to Grand Trunk Pacific for right-of-way..	...	2,127·27
Railway right-of-way..	319	4,867·46
Hudson's Bay Company's grants..	27	233,605·00

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

21.—The following is a comparative statement of the Homestead Entries and sales made during the Fiscal Years ending March 31, 1910, and March 31, 1911, respectively.

—	FISCAL YEAR ENDING MARCH 31, 1910.		FISCAL YEAR ENDING MARCH 31, 1911.	
	No. of Entries.	Acres.	No. of Entries.	Acres.
Homesteads....	41,568	6,650,880	44,479	7,116,640
Sales....	....	49,864	....	443,673

N. O. COTE,

Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

22.—STATEMENT showing the number of Assignments recorded in the Land Patents Branch during the Fiscal Year ended March 31, 1911.

Number of deeds registered	469
Fees received in connection therewith	$901.50

N. O. COTE,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

23.—STATEMENT showing the number of entries cancelled during the year ended March 31, 1911, also the year in which such entries were made.

Year.	Homesteads.	Purchased Homesteads.	Pre-emptions.	Time Sales.	Sales.
1882			2		
1883	1				
1884			1		
1885					
1886			2		
1887			2		
1888	1				
1889	3		2		
1890					
1891					
1892					
1893	1				1
1894					
1895	1				
1896					
1897					
1898	8				1
1899	4				
1900	7				
1901	17				
1902	30				
1903	85				
1904	125				
1905	313				
1906	1,230			3	
1907	1,064			3	
1908	3,031	20	794	8	
1909	7,880	38	3,117	7	
1910	8,308	105	3,171	10	
1911	13		4		
	22,122	163	7,095	31	2

N. O. COTE,
Chief of Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 3, 1911.

No. 40.

REPORT OF THE CHIEF GEOGRAPHER.

Department of the Interior,
Office of the Chief Geographer,
Ottawa, June 27, 1911.

W. W. Cory, Esq., C.M.G.
Deputy Minister of the Interior,
Ottawa.

Sir,—I have the honour to report as follows on the work of my office for the fiscal year 1910-1911.

The staff as constituted at the end of the period mentioned was as follows:—

Division I.—Grade B.

Chalifour, J. E., Assistant Chief Geographer and Chief Draughtsman.

Division II.—Grade A.

Baine, H. E.,
Taché, Henri,
Anderson, Wm.,
Inkster, Fred.,
Bryant, E. D.,
Beveridge, Jas.

Division II.—Grade B.

Akerlindh, Alf.,
Darrach, A. M.,
Blatchley, H.,
Dumouchel, Geo.,
Wilson, H. W.,
Linell, A. A.,
Chandler, S.,
Bennie, J. K.,
Craig, R. W.,
Groulx, Alb.,
McElligott, J. P.,
Blue, W. A.,
Pigeon, Jules,
Gagnon, J. S.

Division III.—Grade B.

Waine, Mrs.,
Stewart, Miss M.,
Merrifield, J. R.

Of the standard topographical sheets, the following have been issued during the year: Part of Sheet 14, Prince Edward Island; Sheet 5 N.W., Halifax; Sheet 31 S.E., Lake Abitibi; Sheet 31, Mattagami.

A map showing the whole province of British Columbia was issued for distribution. Two maps, eight by fifteen feet, were prepared for the Department of Agriculture for use at the various expositions where Canada is making an exhibit, one showing the position of mineral deposits, the other giving in colours the railway lines of Canada. A general map of Canada on the scale of 25 miles was made for permanent exhibition at the Imperial Institute, London, England, showing railroad systems by a system of colours.

New editions have been published of the large railway map of Canada, scale 35 miles to one inch, and of the smaller railway map, scale 100 miles to one inch; western Canada; northern and southern Alberta, southern Saskatchewan, British Columbia; British Columbia railway belt; elevator map; homestead maps of Manitoba, Saskatchewan and Alberta, and land district maps of the following Dominion land agencies: Winnipeg, Dauphin, Estevan, Red Deer, Humboldt, Yorkton, Prince Albert, Regina, Moosejaw, Battleford, Edmonton, Calgary and Lethbridge; British Columbia railway belt sectional sheets, Port Moody and Yale, Kamloops and Lytton, Donald and Sicamous; cereal map.

I have the honour to be, sir,

Your obedient servant,

R. E. YOUNG,

Chief Geographer.

LIST OF MAP PUBLICATIONS.

Dominion of Canada and Newfoundland, eight sheets, each 25 inches by 36 inches; extends from the Atlantic to the Pacific and from Maryland and Oregon on the south to Cumberland sound and Herschell island on the north. Scale, 35 miles to 1 inch. Editions in colours showing territorial divisions of the Dominion, in black and blue (water) and in black only.

Dominion of Canada and Newfoundland, 16 inches by 36 inches. Scale, 100 miles to 1 inch. Editions in colors showing territorial divisions of the Dominion, in black and blue (water) and in black only.

Dominion of Canada. Scale, 58 miles to 1 inch.

Relief map of Canada. Scale, 100 miles to 1 inch.

Resource map of Canada. Scale, 1/12,500,000 or 197·3 miles to 1 inch.

Explorations in northern Canada and adjacent portions of Greenland and Alaska. Scale, 75 miles to 1 inch.

Rocky Mountains—Banff sheet—contoured map of mountains in the vicinity of Banff. Scale, 2 miles to 1 inch.

Western Canada map, 4 sheets, each 25 by 36 inches; extends from the Lake of the Woods to the Pacific ocean, and from Juan de Fuca strait to Herschell island on the north. Scale, 35 miles to 1 inch, railways shown in colours. Editions in colours showing the territorial divisions of Manitoba, Saskatchewan, Alberta, British Columbia, Yukon and part of the Northwest Territories, in black and blue (water).

Southeastern Alaska and portion of British Columbia. Edition of 1897. Scale, 1/960,000.

Southeastern Alaska and portion of British Columbia, showing award of Alaska Boundary Tribunal, October 20, 1903. Scale, 1/960,000.

Yukon. Extends from Lynn canal on the south to Eagle on the north, and from the Pacific to the Frances river. Scale, 1/750,000 or 11·82 miles to 1 inch.

White, Alsek and Kluane rivers district, southwestern Yukon. Scale, 1/400,000 or 6·31 miles to 1 inch.

Rocky Mountains between latitude 51° and 53° 10′, in two sheets, contoured. Scale, 4 miles to 1 inch.

STANDARD TOPOGRAPHICAL SHEETS.

Sheet 1 S.W., Ontario—Windsor sheet. Essex, Kent and Lambton and portions of Elgin, Middlesex, and Huron counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 1 S.E., Ontario—London sheet. Norfolk, Oxford, Brant and portions of Elgin, Middlesex, Huron, Perth, Waterloo and Wentworth counties. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 2 S.W., Ontario—Hamilton sheet. Lincoln, Welland, Haldimand and portions of Wentworth and Halton counties. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 2 N.W., Ontario—Toronto sheet. Peel, York, Ontario and Victoria and portions of Halton, Simcoe, Dufferin, Muskoka, Durham and Peterborough counties. Scale 1/250,000 or 3.95 to 1 inch.

Sheet 2 N.E., Ontario—Belleville sheet. Northumberland, Prince Edward and portions of Durham, Peterborough, Hastings, Lennox and Addington counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 1 N.W. and 1 N.E., Ontario—Guelph sheet. Wellington, Grey, Bruce and portions of Durham, Peterborough, Hastings, Lennox and Addington counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 5 N.E. and 14 S.E.—Truro sheet. Pictou and portions of Antigonish, Guysborough, / Halifax, Colchester, Cumberland and Hants counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 5 N.W.—Halifax sheet. Kings and Lunenburg and portions of Queens, Annapolis, Hants and Halifax counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 8 N.E.—Gowganda sheet. Portions of Sudbury and Nipissing districts. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 9 S.E.—Pembroke sheet. Portions of Haliburton, Nipissing, Hastings, Renfrew, Frontenac and Lennox and Addington counties, Ont., and Pontiac county, Que. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 9 N.W.—Timiskaming sheet. Parts of Nipissing district, Ont., and Pontiac county, Que. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 10 S.W.—Ottawa sheet. Portions of Carleton, Renfrew, Lanark, Dundas and Frontenac counties, Ont., and Pontiac county, Que. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 11.—Montreal sheet. Includes the country between Quebec and Vaudreuil and between the International boundary and lat. 48 north. Scale 1/500,000 or 7.89 miles to 1 inch.

Sheet 13.—Includes the whole of New Brunswick with the exception of Madawaska and portions of Westmoreland and Albert counties. Scale 1/500,000 or 7.89 miles to 1 inch.

Part of sheet 14.—The whole of Prince Edward Island. Scale, 3.95 miles to 1 inch.

Sheet 15 N.W., 15 S.W., and 15 S.E., Cape Breton island and portions of Antigonish and Guysborough counties. Scale 1/250,000 or 3.95 miles to 1 inch.

Sheet 18—British Columbia, Kamloops sheet. Scale 1/500,000 or 7.89 miles to 1 inch.

Sheet 19, British Columbia—West of Kootenay sheet. Scale, 1/500,000 or 7.89 miles to 1 inch.

Sheet 27, Ontario—Lake of the Woods sheet. Rainy River district and portions of Thunder Bay district and Keewatin district. Scale 1/500,000 or 7.89 miles to 1 inch.

Sheet 28, English River sheet. Portions of Rainy River and Thunder Bay districts. Scale 1/500,000 or 7.89 miles to 1 inch.

Sheet 30—Michipicoten sheet. Includes parts of Thunder Bay district. Scale 1/500,000 or 7.89 miles to 1 inch.

Sheet 31—Mattagami. Portions of Sudbury and Nipissing. Scale, 1/500,000 or 7.89 miles to 1 inch.

Sheet 31 S.E.—Abitibi. Portions of Sudbury and Nipissing. Scale, 1/250,000 or 3.95 miles to 1 inch.

Map of Manitoba, Saskatchewan and Alberta and portions of British Columbia and Northwest Territories. Four sheets each 25 inches by 36 inches. Scale 12½ miles to 1 inch.

Manitoba. Scale 12½ miles to 1 inch.

Alberta. In two sheets. Scale 12½ miles to 1 inch.

Southern Alberta, showing lands patented, Indian reserves, timber berths, coal seams. Scale 12½ miles to 1 inch.

Homestead map of Manitoba, Saskatchewan and Alberta, showing in separate colours odd numbered and even numbered sections disposed of prior to January 1, 1911, also forest reserves, timber berths and grazing leases. Three sheets. Scale, 12½ miles to 1 inch.

Homestead map of northern Alberta including Peace River district, showing in separate colours odd numbered and even numbered sections disposed of prior to January 1, 1911, forest reserves, timber berths. Scale, 12½ miles to 1 inch.

Homestead map of southern Alberta, showing odd numbered and even numbered sections disposed of prior to January 1, 1911, forest reserves, timber berths and grazing leases. Scale 12½ miles to 1 inch.

Homestead map of Saskatchewan, showing odd numbered and even numbered sections disposed of prior to January 1, 1911, forest reserves, timber berths and grazing leases. Two sheets. Scale, 12½ miles to 1 inch.

Battleford Land District map. Scale, 12½ miles to 1 inch.

Brandon Land District map. Scale, 12½ miles to 1 inch.

Calgary Land District map. Scale, 12½ miles to 1 inch.

Dauphin Land District map. Scale, 12½ miles to 1 inch.

Edmonton Land District map. Scale, 12½ miles to 1 inch.

Estevan Land District map. Scale, 12½ miles to 1 inch.

Humboldt Land District map. Scale, 12½ miles to 1 inch.

Lethbridge Land District map. Scale, 12½ miles to 1 inch.

Medicine Hat Land District map. Scale, 12½ miles to 1 inch.

Moosejaw Land Distdict map. Scale, 12½ miles to 1 inch.

Peace River Land District map. Scale, 12½ miles to 1 inch.

Prince Albert Land District map. Scale, 12½ miles to 1 inch.

Red Deer Land District map. Scale, 12½ miles to 1 inch.

Saskatoon Land District map. Scale, 12½ miles to 1 inch.

Swift Current Land District map. Scale, 12½ miles to 1 inch.

Winnipeg Land District map. Scale, 12½ miles to 1 inch.

Yorkton Land District map. Scale, 12½ miles to 1 inch.

British Columbia Railway Belt map, showing in colours lands disposed of in the 'Railway Belt,' and general topographical features south to the international boundary. Two sheets. Scale 1/500,000 or 7.89 miles to 1 inch.

Index map—showing townships in Manitoba, Saskatchewan and Alberta and the Railway Belt of British Columbia, plans of which have been printed. Scale, 35 miles to 1 inch.

Elevator map—showing grain elevators in Manitoba, Saskatchewan and Alberta. Scale, 25 miles to 1 inch.

Rocky Mountains—Lake Louise sheet. Contoured map of mountains in the vicinity of Laggan and Field. Scale, 2 miles to 1 inch.

Cereal maps—Manitoba, Saskatchewan and Alberta. Showing quantity and proportion of grains grown in each township. Scale, 25 miles to 1 inch.

MAPS IN PROGRESS.

Standard Topographical Sheets.

Sheet 10, S.E.—Cornwall sheet. Shows the lower Ottawa district between the international boundary and lat 46° 30′ N. Scale, 1/250,000 or 3.95 miles to 1 inch.

Sheet 11, S.W.—Montreal sheet. Includes from Vaudreuil to Three Rivers, and between the international boundary and lat. 46° 30′ N. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 11, S.E.—Sherbrooke sheet. Includes from Three Rivers to the Island of Orleans, and between the international boundary and lat. 46° 30′ N. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 12, N.W.—Montmagny sheet. Includes from the Island of Orleans to Rivière du Loup, between lat. 46° 30′ and lat. 48° N. Scale, 1/250,000 or 3.95 miles to 1 inch.

Sheet 12, N.E.—Temiscouata sheet. Includes from Cacouna to near St. Leonard, N.B., between the international boundary and lat. 48° N. Scale, 1/250,000 or 3.95 miles to 1 inch.

Sheet 12, S.W.—Megantic sheet, showing part of Bellechasse, Dorchester, Beauce and Compton counties. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 14, S.W.—Moncton sheet, showing parts of New Brunswick, Nova Scotia and Prince Edward Island. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 4, N.E.—Yarmouth sheet. Showing Digby, Yarmouth, Shelburne and parts of Annapolis and Queens, Nova Scotia. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 7, Sault Ste. Marie. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 8, N.W. Bisko sheet. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 8, S.W.—Manitoulin sheet. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 8, S.E.—French River sheet. Scale, 1/250,000 or 3·95 miles to 1 inch.

Sheet 9, S.W.—Parry Sound sheet (to complete). Scale, 1/250,000 or 3.95 miles to 1 inch.

Sheet 9, S.E.—Pembroke sheet (to complete). Scale, 1/250,000, or 3·95 miles to 1 inch.

Sheet 12—Between latitude 45° and 48° 20′ and long. 68° to 71° W. Scale, 1/500,000 or 7·89 miles to 1 inch.

Sheet 41, Prince Rupert sheet. Scale, 1/500,000 or 7·89 miles to 1 inch.

Sheet 45—Jasper House sheet. Scale, 1/500,000 or 7.89 miles to 1 inch.

OTHER MAPS.

Milling map of Ontario and Quebec—showing grain elevators and flour, oatmeal and feed mills.

Bank maps of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec and the maritime provinces, showing locations of all branches of chartered banks.

Water-power map of Canada. Scale, 50 miles to 1 inch. Giving latest and most complete information obtainable as to location of all water-powers in the Dominion, both developed and undeveloped.

No. 41.

REPORT OF THE SURVEY RECORDS BRANCH.

DEPARTMENT OF THE INTERIOR,
SURVEY RECORDS BRANCH,
OTTAWA, April 22, 1911.

W. W. CORY, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit herewith the report of the work of the Survey Records Branch, for the twelve months ending March 31, 1911.

During the past year there has been a slight decrease in the regular routine work of this branch as shown by the detailed returns herewith.

The demand for hand-made copies of township plans at present out of print, has, however, increased steadily, and during a large portion of the year two draughtsmen were unable to keep up with the demand for them.

An index of lands recently opened for entry is now kept, so that replies concerning the same may be readily given from this branch.

The rapid increase in printed plans stored here, and in original plans and field notes on record has practically used all the available space in the office. A request has been made for part of the space formerly occupied by the School Lands Branch, but so far it is not available. In the meantime, the steady inflow of new matter for storage keeps up and if not provided for, congestion and serious delay in getting at the records are sure to result.

The efficiency of the staff has been seriously affected by the large amount of illness of different members through the year.

Appended hereto are schedules giving details of the work of the branch.

Your obedient servant,

C. J. STEERS,

Clerk in Charge.

REPORT of work performed in the Survey Records Branch for year ending March 31, 1911

Files received and dealt with	17,644
Letters drafted	5,774
Plans, tracings, &c., copied and compiled	3,183
Statutory declarations copied	118
Plans sent agents, registrars, &c	19,894
Plans sent in answer to special requests	22,559
Pages of field notes copied	994
Prints of plans received and stored	128,746
Original plans received and recorded	1,099
Field notes received and recorded	722
Descriptions written for patents	28
Letters to agents, registrars, &c	1,367
Registered parcels mailed	2,188
Original township plans copied	189

WORK PERFORMED FOR TOPOGRAPHICAL SURVEYS BRANCH.

Books searched for	6,566
Books sent	5,351
Books returned	4,804
Plans searched for	2,432
Plans sent	1,898
Plans returned	682
Volumes searched for	165
Volumes sent	119
Volumes returned	101

WORK PERFORMED FOR PATENTS BRANCH.

Plans searched for	731
Plans sent	699
Plans returned	662
Books searched for	261
Books sent	250
Books returned	442

WORK PERFORMED FOR OTHER BRANCHES.

Plans searched for	310
Plans sent	307
Plans returned	247
Books searched for	531
Books sent	468
Books returned	328

PART II.

IMMIGRATION.

IMMIGRATION.

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

Department of the Interior,
Ottawa, April 25, 1911.

W. W. Cory, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa, Ont.

Sir,—I have the honour to forward to you herewith the usual annual reports on immigration, and to submit the following statistics compiled in my office:—

IMMIGRANT ARRIVALS.

Summary for the Fiscal Year 1910–11..

Per ocean travel:—			
Quebec		106,621	
Halifax		33,658	
St. John		22,441	
Victoria		3,686	
Vancouver		2,779	
North Sydney		2,718	
New York	12,657		
Portland	3,639		
Boston	756		
Philadelphia	650		
Baltimore	28	17,730	
			189,633
From the United States			121,451
Total			311,084

COMPARATIVE STATEMENT.

Total Immigration to Canada, via ocean ports, by months, for the Fiscal Year 1910–11, compared with that of the Fiscal Year 1909–10.

—	1909–10.				1910–11			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819
May	10,513	4,283	3,127	17,923	20,856	7,329	5,210	33,395
June	6,302	3,030	2,329	11,661	13,437	6,020	4,182	23,639
July	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019
August	3,558	2,213	1,546	7,317	7,258	4,201	2,828	14,287
September	3,276	2,352	1,520	7,148	6,540	4,373	2,865	13,778
October	3,715	2,451	1,866	8,032	6,017	4,491	3,084	13,592
November	2,935	1,690	1,164	5,789	3,813	2,512	1,764	8,089
December	2,134	940	689	3,763	2,553	1,373	980	4,906
January	1,684	542	348	2,574	1,960	753	433	3,146
February	2,991	1,069	576	4,636	3,492	1,486	838	5,816
March	11,233	2,612	1,910	15,755	17,350	4,703	3,094	25,147
Totals	60,927	25,529	18,540	104,996	111,326	46,415	31,892	189,633

COMPARATIVE STATEMENT.

TOTAL Immigration from the United States to Canada, by months, for the Fiscal Year 1910–11, compared with that of the Fiscal Year 1909–10.

—	1909–10.				1910–11.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363
May	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194
June	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943
July	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199
August	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490
September	5,283	1,533	1,366	8,182	6,880	1,780	1,596	10,256
October	5,888	1,838	1,502	9,228	6,123	1,863	1,815	9,801
November	3,669	1,403	1,223	6,295	4,167	1,632	1,408	7,207
December	2,740	1,239	931	4,910	2,934	1,268	1,047	5,249
January	2,392	887	785	4,064	2,576	1,013	726	4,315
February	3,335	1,162	1,029	5,526	3,011	1,098	780	4,889
March	10,014	3,320	3,976	17,310	9,036	2,662	2,847	14,545
Totals	63,422	20,685	19,691	103,798	13,872	24,623	22,956	121,451

COMPARATIVE STATEMENT.

TOTAL Immigration for Canada, by months, for the Fiscal Year 1910–11, compared with that of the Fiscal Year, 1909–10.

—	FISCAL YEAR, 1909–10.				FISCAL YEAR, 1910–11.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182
May	17,628	6,208	5,194	29,030	29,364	10,267	7,958	47,589
June	11,940	4,858	4,071	20,869	19,712	8,506	6,364	34,582
July	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218
August	8,706	3,773	2,854	15,333	14,232	6,087	4,458	24,777
September	8,559	3,885	2,886	15,330	13,420	6,153	4,461	24,034
October	9,603	4,289	3,368	17,260	12,140	6,354	4,899	23,393
November	6,604	3,093	2,387	12,084	7,980	4,144	3,172	15,296
December	4,874	2,179	1,620	8,673	5,487	2,641	2,027	10,155
January	4,076	1,429	1,133	6,638	4,536	1,766	1,159	7,461
February	6,326	2,231	1,605	10,162	6,503	2,584	1,618	10,705
March	21,247	5,932	5,886	33,065	26,386	7,365	5,941	39,692
Totals	124,349	46,214	38,231	208,794	185,198	71,038	54,848	311,084

COMPARATIVE STATEMENT.

TOTAL Immigration, for Canada, by ports, for the Fiscal Year 1910–11, compared with that of the Fiscal Year 1909–10.

	Fiscal Year, 1909–10.				Fiscal Year, 1910–11.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
North Sydney	2,863	626	221	3,710	2,032	431	255	2,718
Halifax	11,899	3,360	2,884	18,143	22,001	6,627	5,030	33,658
St. John	7,923	2,959	1,914	12,796	13,966	5,039	3,436	22,441
Quebec	24,788	15,841	11,723	52,352	55,171	30,684	20,766	106,621
Vancouver	983	95	153	1,231	2,351	171	257	2,779
Victoria	1,307	170	170	1,647	3,175	283	228	3,686
Via United States ports (New York, Portland, Boston, Philadelphia and Baltimore)	11,164	2,478	1,475	15,117	12,630	3,180	1,920	17,730
From the United States	63,422	20,685	19,691	103,798	73,872	24,623	22,956	121,451
Totals	124,349	46,214	38,231	208,794	185,198	71,038	54,848	311,084

Sex, Occupation and Destination of total Immigrant arrivals

	Sex.				Trade or								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Via ocean ports......	111,326	46,415	31,892	189,633	46,896	10,661	12,149	27,494	4,452	4,599	17,778	7,183	6,449
From United States.....	73,872	24,623	22,956	121,451	35,758	12,968	14,946	21,218	2,916	2,494	8,628	2,210	1,824
Totals...	185,198	71,038	54,848	311,084	82,654	23,629	27,095	48,712	7,368	7,093	26,406	9,393	8,273

for Canada, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
8,599	2299	1542	3540	763	1151	15,187	7,019	5,870	6,002	9,239	29,783	65,572	27,897	15,717	14,923	26,481	21
2,643	954	583	2504	238	194	1,569	3,121	3,768	2,915	3,997	13,131	14,463	6,756	25,046	29,859	28,145	54
11,242	3253	2125	6044	1001	1345	16,756	10,140	9,638	8,917	13,236	42,914	80,035	34,653	40,763	44,782	54,626	75

COMPARATIVE STATEMENT.

TOTAL Immigration to Canada, by Nationalities, for the Fiscal Year 1910–11, compared with that of the Fiscal Year 1909–10, showing increase or decrease of each Nationality.

	Fiscal Year 1909–10.	Fiscal Year 1910–11.	Increase.	Decrease.
English	40,416	84,707	44,291	
Welsh	728	1,505	777	
Scotch	14,706	29,924	15,218	—
Irish	3,940	6,877	2,937	
Total British	59,790	123,013	63,223	
African, South	97	86	—	11
Australian	203	266	63	
Austrian, N. E. S.	4,195	7,891	3,696	
Bohemian	63	107	44	
Bukowinian	725	700		25
Croatian	74	121	47	
Dalmatian	11	24	13	
Galician	3,368	3,553	185	
Hungarian, N. E. S.	621	756	135	
Magyar	55	142	87	
Ruthenian	568	2,869	2,301	
Slovak	77	122	45	
Belgian	910	1,563	653	
Bulgarian	557	1,068	511	
Brazilian		13	13	
Chinese	2,156	5,278	3,122	
Dutch	741	931	190	
French	1,727	2,041	314	
German, N.E.S.	1,516	2,530	1,014	
Bavarian	2	2		
Prussian	12	1		11
Saxon	3			3
West Indian	146	398	252	
Bermudian	14	10		4
Jamaican	43	47	4	
Greek	452	777	325	
Hebrew, N.E.S.	343	606	263	
" Russian	2,745	4,188	1,443	
" Polish	28	85	57	
" Austrian	56	248	192	
" German	10	19	9	
Italian	7,118	8,359	1,241	
Japanese	271	437	166	
Newfoundland	3,372	2,229		1,143
New Zealand	82	116	34	
Portuguese	2	13	11	
Polish, N.E.S.	174	269	95	
" Austrian	483	1,065	582	
" German	12	43	31	
" Russian	738	800	62	
Persian	5	19	14	
Roumanian	293	511	218	
Russian, N.E.S.	4,564	6,621	2,057	
Finnish	1,457	2,132	675	
Doukhobors		41	41	
Spanish	42	197	155	
Swiss	211	270	59	
Servian	76	50		26
Danish	300	535	235	
Icelandic	95	250	155	
Swedish	2,017	3,213	1,196	
Norwegian	1,370	2,169	799	
Turkish	517	469		48
Armenian	75	20		55

Total Immigration, by Nationalities, &c.—*Concluded.*

	Fiscal Year 1909–10.	Fiscal Year 1910–11.	Increase.	Decrease.
Egyptian	2	3	1	....
Syrian	195	124	....	71
Arabian	14	3	....	11
U. S. A. citizens (via ocean ports)	186	203	17	....
Negro	7	12	5	....
Hindoo	10	5	....	5
Total Continental, &c	45,206	66,620	21,414	....
From the United States	103,798	121,451	17,653	....
Total Immigration	208,794	311,084	102,290	....

N.E.S.—Not elsewhere specified.

ARRIVALS AT OCEAN PORTS.

For the fiscal year 1910-11, there arrived via Canadian and United States ocean ports 290,577 passengers, of whom 20,929 travelled saloon and 269,648 steerage. Of the saloon passengers 16,109 were destined to Canada and 4,820 to the United States. Of the steerage passengers 231,762 were for Canada and 37,886 for the United States. Included in the steerage passengers for Canada were 34,850 returned Canadians and 7,279 tourists, leaving the immigration proper via ocean ports at 189,633 souls which, together with the 121,451 settlers from the United States, brings the total immigration to 311,084, an increase over the preceding fiscal year of 102,290 persons.

The following further statistical information will be of interest: Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

Nationality and Sex of Saloon Passengers arriving at Ocean Ports for the Fiscal Year ending March 31, 1911.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	7	8	2	17	......	......	......	......	7	8	2	17
Australian	22	25	6	53	10	8	5	23	32	33	11	76
Austrian, N. E. S.	9	2	......	11	5	3	2	10	14	5	2	21
Bohemian	......	......	......	......	1	1	2	4	1	1	2	4
Hungarian, N.E.S	5	......	......	5	2	......	......	2	7	......	......	7
Magyar	3	......	......	3	......	......	......	......	3	......	......	3
Belgian	9	5	2	16	1	......	......	1	10	5	2	17
Brazilian	2	......	......	2	......	......	......	......	2	......	......	2
Chinese	13	5	6	24	4	1	5	10	17	6	11	34
Dutch	10	6	......	16	2	1	......	3	12	7	....	19
French	110	88	19	217	23	33	2	58	133	121	21	275
German	59	23	4	86	22	12	1	35	81	35	5	121
English	1,386	707	125	2,218	196	119	10	325	1,582	826	135	2,543
Welsh	20	9	......	29	5	2	......	7	25	11	......	36
Scotch	362	177	28	567	73	69	2	144	435	246	30	711
Irish	126	56	10	192	20	27	2	49	146	83	12	241
West Indian	12	2	1	15	......	......	......	......	12	2	1	15
Bermudian	5	6	......	11	......	......	......	......	5	6	......	11
Jamaican	1	......	......	1	......	......	......	......	1	......	......	1
Greek	1	......	......	1	......	......	......	......	1	......	......	1
Hebrew, N.E.S	2	......	......	2	2	1	......	3	4	1	......	5
" Russian	7	4	4	15	......	......	......	......	7	4	4	15
Italian	33	9	4	46	2	1	......	3	35	10	4	49
Japanese	12	6	6	24	7	......	1	8	19	6	7	32
Newfoundland	225	153	33	411	108	89	1	198	333	242	34	609
New Zealand	4	6	3	13	1	1	......	2	5	7	3	15
Portuguese	2	2	......	4	......	......	......	......	2	2	......	4
Polish, N.E.S	2	......	......	2	......	......	......	......	2	......	......	2
" Russian	1	......	......	1	......	1	......	1	1	1	......	2
Russian, N.E.S	11	3	1	15	2	2	......	4	13	5	1	19
Finnish	1	......	......	1	1	......	......	1	2	......	......	2
Spanish	3	2	......	5	......	......	......	......	3	2	......	5
Swiss	7	7	......	14	6	7	......	13	13	14	......	27
Servian	......	1	......	1	......	......	......	......	......	1	......	1
Danish	7	5	......	12	3	......	......	3	10	5	......	15
Icelandic	......	......	......	......	1	......	......	1	1	......	......	1
Swedish	4	4	1	9	5	1	......	6	9	5	1	15
Norwegian	......	2	......	2	2	......	......	2	2	2	......	4
Turkish	......	2	1	3	......	......	......	......	......	2	1	3
Armenian	......	......	......	......	2	......	1	3	2	......	1	3
Egyptian	......	......	......	......	1	......	......	1	1	......	......	1
Syrian	1	1	....	2	8	3	......	11	9	4	......	13
U.S.A. Citizens	76	93	18	187	1,164	1,356	155	2,675	1,240	1,449	173	2,862
Canadian	3,919	2,782	415	7,116	......	......	......	......	3,919	2,782	415	7,116
Tourist	2,895	1,652	193	4,740	623	512	79	1,214	3,518	2,164	272	5,954
Totals	9,374	5,853	882	16,109	2,302	2,250	268	4,820	11,676	8,103	1,150	20,929

TABLE II.

Nationality and Sex of Steerage Passengers arriving at Ocean Ports for the Fiscal Year ending March 31, 1911.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	37	24	25	86	2	3	9	14	39	27	34	100
Australian	161	71	34	266	52	47	20	119	213	118	54	385
Austrian, N.E.S.	5,758	1,148	985	7,891	413	220	102	735	6,171	1,368	1,087	8,626
Bohemian	40	34	33	107	20	20	17	57	60	54	50	164
Bukowinian	548	84	68	700	......	......	......	......	548	84	68	700
Croatian	105	13	3	121	181	20	13	214	286	33	16	335
Dalmatian	19	3	2	24	......	......	......	......	19	3	2	24
Galician	2,536	579	438	3,553	99	40	41	180	2,635	619	479	3,733
Hungarian, N.E.S.	383	186	187	756	338	80	59	477	721	266	246	1,233
Magyar	81	29	32	142	55	18	19	92	136	47	51	234
Ruthenian	1,981	494	394	2,869	26	13	9	48	2,007	507	403	2,917
Slovak	85	20	17	122	65	20	5	90	150	40	22	212
Belgian	885	353	325	1,563	159	74	65	298	1,044	427	390	1,861
Bulgarian	1,046	12	10	1,068	546	5	2	553	1,592	17	12	1,621
Brazilian	3	2	8	13	......	......	......	......	3	2	8	13
Chinese	4,859	77	342	5,278	170	6	12	188	5,029	83	354	5,466
Dutch	502	212	217	931	126	78	79	283	628	290	296	1,214
French	1,136	583	322	2,041	43	25	7	75	1,179	608	329	2,116
German, N.E.S.	1,280	601	649	2,530	321	226	179	726	1,601	827	828	3,256
Bavarian	2	......	......	2	......	1	1	2	2	1	1	4
Prussian	1	......	......	1	2	......	......	2	3	......	......	3
English	45,115	23,469	16,123	84,707	2,244	1,583	949	4,776	47,359	25,052	17,072	89,483
Welsh	927	372	206	1,505	63	32	20	115	990	404	226	1,620
Scotch	15,700	9,119	5,105	29,924	712	474	330	1,516	16,412	9,593	5,435	31,440
Irish	3,736	2,295	846	6,877	260	180	89	529	3,996	2,475	935	7,406
West Indian	239	144	15	398	17	4	2	23	256	148	17	421
Bermudian	1	7	2	10	......	......	......	......	1	7	2	10
Jamaican	17	27	3	47	1	2	......	3	18	29	3	50
Greek	728	29	20	777	29	3	1	33	757	32	21	810
Hebrew, N.E.S.	223	173	210	606	44	53	33	130	267	226	243	736
" Russian	1,704	1,292	1,192	4,188	621	445	438	1,504	2,325	1,737	1,630	5,692
" Polish	39	27	19	85	1	2	......	3	40	29	19	88
" Austrian	98	86	64	248	13	13	9	35	111	99	73	283
" German	6	8	5	19	1	......	......	1	7	8	5	20
Italian	7,274	672	413	8,359	116	13	6	135	7,390	685	419	8,494
Japanese	170	217	50	437	6	......	......	6	176	217	50	443
Newfoundland	1,650	380	199	2,229	908	455	46	1,409	2,558	835	245	3,638
New Zealand	64	24	28	116	14	9	12	35	78	33	40	151
Portuguese	6	4	3	13	2	......	......	2	8	4	3	15
Polish N.E.S.	172	61	36	269	107	26	24	157	279	87	60	426
" Austrian	649	224	192	1,065	168	131	73	372	817	355	265	1,437
" German	24	10	9	43	6	6	5	17	30	16	14	60
" Russian	579	109	112	800	405	179	119	703	984	288	231	1,503
Persian	13	2	4	19	21	......	......	21	34	2	4	40
Roumanian	293	108	110	511	50	35	22	107	343	143	132	618
Russian, N.E.S.	3,966	1,141	1,514	6,621	1,413	522	399	2,334	5,379	1,663	1,913	8,955
Finnish	1,400	474	258	2,132	2,493	1,072	535	4,100	3,893	1,546	793	6,232
Doukhobors	8	7	26	41	......	......	......	......	8	7	26	41
Spanish	182	9	6	197	3	3	3	9	185	12	9	206
Swiss	174	63	33	270	13	14	3	30	187	77	36	300
Servian	36	6	8	50	38	5	1	44	74	11	9	94
Danish	367	101	67	535	395	164	127	686	762	265	194	1,221
Icelandic	117	74	59	250	7	1	......	8	124	75	59	258
Swedish	2,152	590	471	3,213	1,750	820	477	3,047	3,902	1,410	948	6,260
Norwegian	1,419	448	302	2,169	3,049	1,276	411	4,736	4,468	1,724	713	6,905
Turkish	438	17	14	469	347	17	17	381	785	34	31	850
Armenian	17	2	1	20	261	35	6	302	278	37	7	322
Egyptian	1	......	2	3	......	......	......	......	1	......	2	3
Syrian	68	34	22	124	154	61	35	250	222	95	57	374

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fiscal Year ending March 31, 1911—*Concluded.*

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Arabian	3	......	......	3	4	......	......	4	7	......	......	7
U.S.A. Citizens	96	56	51	203	1,593	2,254	439	4,286	1,689	2,310	490	4,489
Negro	3	9	......	12	......	......	......	......	3	9	......	12
Hindoo	4	......	1	5	1	......	......	1	5	......	1	6
Afghan	......	......	......	......	2	......	......	2	2	......	......	2
Total immigration	111,326	46,415	31,892	189,633	19,950	10,785	5,270	36,005	131,276	57,200	37,162	225,638
Returned Canadian	23,222	8,075	3,553	34,850	......	......	......	......	23,222	8,075	3,553	34,850
Tourist	5,014	1,938	327	7,279	1,265	505	111	1,881	6,279	2,443	438	9,160
Totals	139,562	56,428	35,772	231,762	21,215	11,290	5,381	37,886	160,777	67,718	41,153	269,648

TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at Ocean Ports, for the Fiscal Year ending March 31, 1911.

—	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South	11	20	17	2	3	4	4	2	9	1	1	12	86
Australian	20	28	65	18	28	23	12	18	10	9	15	20	266
Austrian, N.E.S.	1,867	3,334	1,001	277	199	232	179	259	39	15	21	468	7,891
Bohemian	9	13	6	5	9	29	21	4	7	2	.....	2	107
Bukowinian	213	303	41	18	16	17	8	1	24	14	6	39	700
Croatian	30	15	20	4	1	14	5	6	4	1	11	10	121
Dalmatian	1	5	5	......	6	......	2	.....	.....	1	.....	4	24
Galician	1,101	515	432	56	134	102	122	58	107	31	58	837	3,553
Hungarian, N.E.S.	189	105	53	90	46	41	28	112	22	12	11	47	756
Magyar	10	14	33	6	2	8	18	2	19	14	10	6	142
Ruthenian	227	54	625	502	446	266	297	70	93	52	119	118	2,869
Slovak	21	29	13	4	......	1	15	6	5	1	2	25	122
Belgian	251	158	106	147	75	111	124	93	31	29	54	384	1,563
Bulgarian	107	12	71	43	52	98	253	197	87	43	32	73	1,068
Brazilian	9	......	......	......	......	1	......	.....	1	1	1	......	13
Chinese	431	408	731	378	609	679	441	215	375	363	222	426	5,278
Dutch	169	177	108	77	52	90	40	24	5	17	26	146	931
French	145	339	202	165	210	202	194	125	84	33	89	253	2,041
German, N.E.S.	256	352	248	222	187	165	407	188	79	92	154	180	2,530
Bavarian	......	1	......	......	1	......	......	.....	.....	.....	.....	......	2
Prussian	......	......	......	......	......	......	......	.....	.....	.....	.....	1	1
English	11,548	14,461	9,446	8,235	6,559	6,398	6,107	3,046	1,457	1,108	2,861	13,481	84,707
Welsh	140	261	169	154	127	101	98	34	30	31	35	325	1,505
Scotch	4,289	5,589	4,723	2,362	2,310	1,693	2,138	1,210	618	226	685	4,081	29,924
Irish	882	1,390	794	543	604	582	590	239	147	66	215	825	6,877
West Indian	21	76	86	10	35	78	36	24	7	2	13	10	398
Bermudian	1	......	2	3	......	4	......	.....	.....	.....	.....	......	10
Jamaican	5	11	5	7	4	4	......	1	.....	.....	4	6	47
Greek	113	55	54	89	87	59	141	110	29	12	10	18	777
Hebrew, N.E.S.	22	25	47	106	110	55	42	61	35	23	67	13	606
" Russian	217	159	531	532	393	563	473	377	369	248	173	153	4,188
" Polish	1	......	1	4	3	2	20	3	17	19	10	5	85
" Austrian	9	6	73	30	27	34	24	8	9	11	10	7	248
" German	......	......	5	7	......	1	2	4	.....	.....	.....	......	19
Italian	2,162	2,012	719	334	407	410	306	254	257	111	225	1,162	8,359
Japanese	33	45	43	52	51	54	34	21	27	16	20	41	437
Newfoundland	298	408	190	120	1	193	212	212	246	145	49	155	2,229
New Zealand	13	18	28	6	4	5	7	7	9	.....	11	8	116
Portuguese	......	1	......	......	......	3	5	4	.....	.....	.....	......	13
Polish, N.E.S.	35	29	27	75	29	14	27	12	4	11	4	2	269
" Austrian	108	70	309	76	112	63	88	73	32	41	70	23	1,065
" German	7	2	15	5	......	5	2	1	.....	.....	6	......	43
" Russian	72	31	124	62	121	76	111	21	46	15	85	36	800
Persian	1	10	......	......	......	......	......	.....	3	4	.....	1	19
Roumanian	45	74	58	13	44	30	50	66	33	22	25	51	511
Russian, N.E.S.	1,271	1,143	1,080	277	355	453	403	404	242	159	111	723	6,621
Finnish	206	365	250	184	195	248	171	177	90	52	66	128	2,132
Doukhobors	......	......	41	......	......	......	......	.....	.....	.....	.....	......	41
Spanish	12	39	31	22	13	17	13	11	1	5	1	32	197
Swiss	53	36	34	18	24	28	13	14	9	2	4	35	270
Servian	5	1	19	......	2	5	3	9	3	.....	2	1	50
Danish	91	85	58	40	49	25	18	13	12	2	18	124	535
Icelandic	22	18	36	26	97	21	7	.....	5	1	1	16	250
Swedish	587	580	394	365	195	225	157	140	90	43	119	318	3,213
Norwegian	400	434	318	165	154	181	80	44	36	25	49	283	2,169
Turkish	59	49	101	40	48	19	16	78	33	1	17	8	469
Armenian	......	5	4	8	1	......	1	.....	.....	.....	.....	1	20
Egyptian	1	......	......	......	......	......	......	2	.....	.....	.....	......	3
Syrian	5	6	11	17	19	21	7	16	4	5	12	1	124
Arabian	......	......	......	......	......	1	......	1	1	.....	.....	......	3
U.S.A. citizens	18	15	29	14	29	24	20	12	4	9	6	23	203
Negro	......	......	7	3	2	......	......	.....	.....	.....	.....	......	12
Hindoo	......	4	......	1	......	......	......	.....	.....	.....	.....	......	5
Totals	27,819	33,395	23,639	16,019	14,287	13,778	13,592	8,089	4,906	3,146	5,816	25,147	189,633

TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupation and Destination, at Ocean Ports, for the Fiscal Year ending March 31, 1911.

—	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec	Jan.	Feb.	Mar.	Totals
Agriculturists	13,327	16,352	9,664	5,291	3,627	2,730	2,616	1,665	624	380	1,718	11,712	69,706
General labourers	5,648	5,039	3,409	2,470	2,696	2,671	2,941	2,449	1,634	1,058	1,137	5,393	36,545
Mechanics	4,601	5,725	4,144	3,973	3,663	2,640	2,595	1,348	208	164	213	2,136	31,410
Clerks	1,246	1,685	1,497	1,204	1,290	1,358	1,112	614	476	270	475	1,213	12,440
Miners	532	745	597	665	597	608	521	370	225	100	170	324	5,454
Female servants	1,324	2,382	2,360	1,309	1,297	1,375	1,539	747	488	270	577	1,519	15,187
Not classified	1,141	1,467	1,968	1,107	1,117	2,396	2,268	896	1,251	904	1,526	2,850	18,891
Totals	27,819	33,395	23,639	16,019	14,287	13,778	13.592	8,089	4,906	3,146	5,816	25,147	189,633
Maritime Provinces	1,653	1,118	1,037	551	604	596	706	721	567	285	330	1,071	9,239
Quebec	3,627	5,916	3,956	2,761	2,637	2,460	2,550	1,516	788	509	841	2,222	29,783
Ontario	9,221	11,639	7,608	5,864	5,094	4,971	4,921	2,748	1,582	1,028	1,936	8,960	65,572
Manitoba	5,009	5,587	3,904	2,183	1,887	1,568	1,410	827	457	307	639	4,119	27,897
Saskatchewan	2,714	2,912	2,127	1,286	886	809	894	545	317	186	470	2,571	15,717
Alberta	2,747	2,613	2,015	1,149	984	853	881	562	256	132	397	2,334	14,923
British Columbia	2,848	3,608	2,992	2,225	2,189	2,521	2,230	1,170	939	694	1,195	3,870	26,481
Yukon	......	2	......	......	6	......	......	.....	.....	5	8	......	21
Totals	27,819	33,395	23,639	16,019	14,287	13,778	13,592	8,089	4,906	3,146	5,816	25,147	189,633

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals.

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African South	37	24	25	86	21	6	12	2	......	1	1	6	3
Australian	161	71	34	266	49	11	5	32	5	4	29	7	3
Austrian, N.E.S.	5,758	1,148	985	7,891	3,698	689	775	1,847	170	133	76	21	27
Bohemian	40	34	33	107	9	9	20	14	1	......	9	4	2
Bukowinian	548	84	68	700	301	37	45	231	12	6	8	8	15
Croatian	105	13	3	121	52	1	......	52	1	......	......	1	....
Dalmatian	19	3	2	24	18	2	2	1	......	......	......	......	....
Galician	2,536	579	438	3,553	903	204	212	1,575	130	185	27	12	11
Hungarian, N.E.S.	383	186	187	756	240	99	121	123	28	32	7	10	13
Magyar	81	29	32	142	44	8	15	32	6	5	......	......	....
Ruthenian	1,981	494	394	2,869	1,175	211	285	760	57	59	15	5	5
Slovak	85	20	17	122	64	......	......	15	......	......	......	......	....
Belgian	885	353	325	1,563	414	126	138	193	44	51	99	45	40
Bulgarian	1,046	12	10	1,068	221	1	2	802	8	8	7	......	....
Brazilian	3	2	8	13	......	......	......	1	1	7	......	......	....
Chinese	4,859	77	342	5,278	116	......	1	1,075	1	3	146	3	3
Dutch	502	212	217	931	305	89	129	55	12	13	77	31	28
French	1,136	583	322	2,041	588	193	163	142	28	18	110	47	36
German, N.E.S.	1,280	601	649	2,530	545	241	341	192	54	96	196	45	73
Bavarian	2	......	......	2	1	......	......	......	......	......	......	......	....
Prussian	1	......	......	1	1	......	......	......	......	......	......	......	....
English	45,115	23,469	16,123	84,707	21,467	5,455	5,746	6,391	2,265	2,347	9,657	4,170	3668
Welsh	927	372	206	1,505	410	55	74	114	25	22	162	53	35
Scotch	15,700	9,119	5,105	29,924	5,963	1,408	1,499	1,699	482	487	4,488	,1529	1467
Irish	3,736	2,295	846	6,877	1,812	317	290	492	130	118	550	224	145
West Indian	239	141	15	398	14	3	1	73	7	2	90	4	1
Bermudian	1	7	2	10	......	......	......	1	......	......	......	......	....
Jamaican	17	27	3	47	7	1	......	2	......	......	5	2	3
Greek	728	29	20	777	127	5	3	547	10	8	27	4	2
Hebrew, N.E.S.	223	173	210	606	20	10	14	38	32	33	90	59	80
" Russian	1,704	1,292	1,192	4,188	125	41	56	330	131	177	756	563	500
" Polish	39	27	19	85	1	......	......	1	1	2	12	4	5
" Austrian	98	86	64	248	22	8	16	24	11	17	27	23	10
" German	6	8	5	19	......	......	......	2	2	1	1	3	4
Italian	7,274	672	413	8,359	2,645	130	111	4,094	231	164	247	39	11
Japanese	170	217	50	437	24	14	2	69	19	7	7	......	....
Newfoundland	1,650	380	199	2,229	9	......	......	1,469	96	68	71	18	8
New Zealand	64	24	28	116	22	2	5	8	......	......	14	2	5
Portuguese	6	4	3	13	1	......	1	2	......	......	1	......	....
Polish, N.E.S.	172	61	36	269	47	6	5	92	12	7	14	7	7
" Austrian	649	224	192	1,065	383	82	128	226	33	30	16	3	4
" German	24	10	9	43	9	2	6	2	......	......	4	2	3
" Russian	579	109	112	800	252	28	47	253	26	34	21	6	10
Persian	13	2	4	19	7	1	4	3	......	......	2	......	....
Roumanian	293	108	110	511	125	46	82	102	10	4	29	9	5
Russian, N.E.S.	3,966	1,141	1,514	6,621	1,778	615	1,111	1,828	156	187	203	93	81
Finnish	1,400	474	258	2,132	353	73	87	779	72	69	69	29	43
Doukhobors	8	7	26	41	8	7	26	......	......	......	......	......	....
Spanish	182	9	6	197	109	1	1	47	1	......	7	......	....
Swiss	174	63	33	270	77	18	15	32	3	3	34	7	6
Servian	36	6	8	50	7	......	......	18	2	3	1	......	....
Danish	367	101	67	535	227	37	37	67	8	16	39	7	8
Icelandic	117	74	59	250	60	22	38	15	3	1	31	6	9
Swedish	2,152	590	471	3,213	1,044	170	246	814	72	110	170	46	50
Norwegian	1,419	448	302	2,169	850	159	204	349	41	52	81	14	11
Turkish	438	17	14	469	89	2	2	324	5	5	8	2	3
Armenian	17	2	1	20	1	......	......	12	1	......	......	1	1
Egyptian	1	......	2	3	......	......	......	......	......	......	1	......	....
Syrian	68	34	22	124	20	4	1	16	3	2	13	2	1
Arabian	3	......	......	3	1	......	......	......	......	......	1	......	....
U.S.A. Citizens	96	56	51	203	24	12	25	13	3	2	21	4	4
Negro	3	9	......	12	......	......	......	1	1	......	1	3	....
Hindoo	4	......	1	5	......	......	......	1	......	......	......	......	....
Totals	111.326	46.415	31,892	189 633	46.896	10.661	12,149	27,494	4,452	4,599	17.778	7.183	6.449

V.

for Canada, at Ocean Ports, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
4	....	3	1	1	1	2	8	9	5	15	11	13	8	4	4	31	..
20	8	...	6	....	....	11	25	29	22	4	20	42	26	5	18	151	..
25	2	1	100	14	19	216	21	36	30	198	1,886	1,749	2,373	997	545	143	..
....	....	...	4	3	5	11	4	6	6	15	9	7	14	24	15	23	..
2	....	1	4	....	....	23	2	4	1	10	227	144	145	61	107	6	..
....	....	....	....	....	....	4	1	6	3	......	28	68	5	5	5	10	..
....	....	....	....	....	....	1	......	......	......	1	4	13	......	6	......	......	..
2	3	8	23	....	....	214	6	16	22	80	737	760	1,243	347	301	85	..
3	....	....	4	2	7	33	6	14	14	12	85	194	121	260	57	27	..
1	....	....	3	....	....	5	1	10	12	14	7	59	20	31	4	7	..
....	....	..	23	1	....	183	8	37	45	39	820	500	829	345	300	36	..
4	1	1	1	....	....	7	1	12	16	......	8	49	1	11	15	38	..
19	7	6	120	47	55	43	40	41	35	211	325	91	465	195	199	77	..
1	....	....	7	....	....	1	8	2	......	158	319	565	11	4	6	5	..
1	....	....	....	....	....	1	1	......	1	1	......	1	9	......	1	1	..
3,233	33	96	1	....	....	1	288	39	239	20	153	247	33	6	25	4,794	..
29	4	6	3	3	4	44	33	29	37	33	131	267	164	105	203	28	..
54	13	7	38	10	13	94	204	198	85	187	798	232	326	251	169	73	5
84	23	15	156	22	40	113	107	103	84	214	263	429	575	565	329	151	4
....	....	....	....	....	....	......	1	......	......	......	......	1	......	......	1	......	..
....	....	....	....	....	....	......	......	......	......	......	......	......	1	......	......	......	..
2,686	1,340	805	1,404	353	494	7,101	3,510	2,785	3,063	3,091	10,819	35,210	10,978	6,824	6,833	10,947	5
64	19	20	103	11	7	130	74	79	48	45	201	402	265	112	222	258	..
1,452	493	311	832	197	379	4,089	1,266	921	962	1,336	3,705	10,170	4,767	1,927	2,730	5,289	..
475	177	58	67	13	28	1,153	340	281	207	156	1,009	2,837	1,281	384	509	701	..
14	2	....	2	....	....	115	46	13	11	241	50	97	5	....	1	4	..
....	....	....	....	....	....	5	......	2	2	8	......	2	......	......	......	......	..
1	....	....	....	....	....	20	2	4	......	5	5	31	1	2	2	1	..
15	2	2	2	2	....	3	10	3	5	85	251	379	10	......	......	52	..
26	6	17	1	....	....	15	48	51	66	7	274	209	83	3	18	12	..
143	88	115	2	1	....	90	348	378	344	118	1,482	1,738	693	78	53	26	..
1	....	....	....	....	....	7	24	15	12	2	18	61	1	......	1	2	..
10	7	6	....	1	....	17	15	19	15	3	112	76	26	27	4	......	..
....	....	....	....	....	....	2	3	1	......	......	7	7	2	2	......	1	..
22	8	8	140	8	3	115	126	141	116	204	3,151	3,558	155	23	202	1,062	4
18	4	1	....	....	....	19	52	161	40	......	1	3	......	......	1	432	..
27	9	3	41	1	3	137	33	119	117	1,913	100	104	10	3	13	86	..
10	4	2	1	....	....	2	9	14	16	1	6	17	5	6	10	71	..
....	....	....	....	....	....	......	2	4	2	3	6	1	......	......	......	3	..
2	1	....	13	5	10	24	4	6	7	15	79	59	71	26	13	6	..
1	1	1	14	3	3	80	9	22	26	36	180	236	414	100	87	12	..
....	....	....	3	....	....	6	6	......	......	2	9	17	1	13	1	......	..
5	2	3	30	5	9	32	18	10	9	56	227	317	63	74	32	31	..
1	....	....	....	....	....	1	......	......	......	......	......	9	......	10	......	......	..
13	1	6	2	....	....	16	22	26	13	28	199	52	33	173	21	5	..
30	17	26	62	8	12	180	65	72	97	303	1,117	1,488	1,246	1,442	734	291	..
7	....	....	184	27	28	253	8	20	31	25	122	1,517	68	73	115	212	..
....	....	....	....	....	....	......	......	......	......	......	......	......	......	41	......	......	..
3	1	1	12	1	....	2	4	3	4	30	90	15	45	......	......	17	..
11	2	1	1	....	....	22	19	11	8	5	98	62	52	16	22	15	..
....	....	....	....	....	....	......	10	4	5	......	19	19	......	11	......	1	..
13	1	2	2	....	....	39	19	9	4	24	84	84	103	67	126	47	.
4	2	1	....	....	....	36	7	5	10	......	2	5	230	7	......	6	..
13	4	4	77	13	21	256	34	29	40	79	271	613	603	469	448	730	..
23	4	2	37	6	7	191	79	33	26	136	87	275	299	571	398	400	3
6	1	2	1	....	....	1	10	6	2	20	66	366	5	2	2	8	..
1	....	....	....	....	....	......	3	......	......	4	1	14	......	......	......	1	..
....	....	....	....	....	....	......	......	......	2	......	......	3	......	......	......	......	..
8	5	1	3	1	1	6	8	13	16	27	57	32	1	3	......	4	..
....	....	....	....	....	....	......	1	......	......	......	2	1	......	......	......	......	..
11	4	...	10	4	2	10	17	19	18	15	40	48	12	6	21	61	..
....	....	....	....	....	....	5	1	......	......	4	3	5	......	......	......	......	..
1	....	....	....	....	....	......	2	......	1	......	2	2	......	......	......	1	..
8,599	2,299	1,542	3.540	763	1,151	15.187	7,019	5.870	6,002	9,239	29.783	65,572	27 897	15,717	14.923	26,481	21

PORT OF NORTH SYDNEY.

For the fiscal year 1910–11, there arrived at the port of North Sydney 10,940 passengers, of whom 3,587 travelled saloon and 7,353 steerage. Of the saloon passengers, 2,477 were destined to Canada and 1,110 to the United States. Of the steerage passangers, 5,363 were for Canada and 1,990 for the United States. Included in the sterage passengers for Canada were 1,659 returned Canadians and 986 tourists, leaving the immigration proper at 2,718 souls, a decrease as compared with the preceding fiscal year at this port of 992 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of North Sydney, for the Fiscal Year ending March 31, 1911.

—	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	1	......	......	1	......	......	......	......	1	......	......	1
Austrian	1	......	......	1	......	......	......	......	1	......	......	1
French	30	36	12	78	13	19	2	34	43	55	14	112
German	2	1	......	3	1	......	......	1	3	1	......	4
English	71	17	......	88	42	19	1	62	113	36	1	150
Welsh	1	......	......	1	1	......	......	1	2	......	......	2
Scotch	13	2	......	15	3	1	......	4	16	3	......	19
Irish	3	......	......	3	1	1	......	2	4	1	......	5
Bermudian	1	......	......	1	......	......	......	......	1	......	......	1
Newfoundland	216	150	32	398	108	89	1	198	324	239	33	596
Polish, N.E.S.	2	......	......	2	......	......	......	......	2	......	......	2
Russian, N.E.S.	3	......	......	3	1	......	......	1	4	......	......	4
Finnish	......	......	......	......	1	......	......	1	1	......	......	1
Swiss	......	......	......	......	4	......	......	4	4	......	......	4
Danish	2	......	......	2	1	......	......	1	3	......	......	3
Icelandic	......	......	......	......	1	......	......	1	1	......	......	1
Swedish	1	......	......	1	4	......	......	4	5	......	......	5
Norwegian	......	......	......	......	2	......	......	2	2	......	......	2
Egyptian	......	......	......	......	1	......	......	1	1	......	......	1
Syrian	......	1	......	1	7	3	......	10	7	4	......	11
U.S.A. Citizens	10	10	1	21	257	52	4	313	267	62	5	334
Canadian	735	251	35	1,021	......	......	......	......	735	251	35	1,021
Tourist	497	299	41	837	270	181	19	470	767	480	60	1,307
Totals	1,589	767	121	2,477	718	365	27	1,110	2,307	1,132	148	3,587

TABLE II.

Nationality and Sex of Steerage Passengers arriving at the Port of North Sydney for the Fiscal Year ending March 31, 1911.

——	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	1	......	......	1	......	......	......	......	1	......	......	1
Dutch	1	......	......	1	1	......	......	1	2	......	......	2
French	78	30	28	136	4	1	......	5	82	31	28	141
German	......	1	......	1	1	......	......	1	1	1	......	2
English	107	24	25	156	49	45	4	98	156	69	29	254
Welsh	......	......	......	......	1	......	......	1	1	......	......	1
Scotch	6	......	......	6	1	......	......	1	7	......	......	7
Irish	3	......	......	3	1	......	......	1	4	......	......	4
West Indian	168	11	......	179	1	......	......	1	169	11	......	180
Newfoundland	1,643	361	196	2,200	908	454	46	1,408	2,551	815	242	3,608
Portuguese	......	......	......	......	2	......	......	2	2	......	......	2
Polish	......	......	......	......	1	......	......	1	1	......	......	1
Roumanian	1	......	......	1	1	......	......	1	2	......	......	2
Russian	1	......	......	1	1	......	......	1	2	......	......	2
Spanish	1	......	......	1	......	......	......	......	1	......	......	1
Danish	1	......	......	1	......	......	......	......	1	......	......	1
Swedish	4	1	1	6	3	1	......	4	7	2	1	10
Norwegian	2	......	......	2	2	......	......	2	4	......	......	4
Syrian	10	3	4	17	46	18	8	72	56	21	12	89
U.S.A. citizens	5	......	1	6	29	4	7	40	34	4	8	46
Total immigration	2,032	431	255	2,718	1,052	523	65	1,640	3,084	954	320	4,358
Returned Canadian	1,306	301	52	1,659	......	......	......	......	1,306	301	52	1,659
Tourist	795	170	21	986	91	231	28	350	886	401	49	1,336
Totals	4,133	902	328	5,363	1,143	754	93	1,990	5,276	1,656	421	7,353

TABLE III.

MONTHLY Arrivals of Immigrants for Canada, at the Port of North Sydney, for the Fiscal Year ending March 31, 1911.

—	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Australian	......	......	......	......	......	......	1	......	......	......	......	......	1
Dutch	......	......	......	......	......	......	......	......	1	......	......	......	1
French	......	13	10	14	11	6	28	27	24	1	1	1	136
German	......	......	......	......	1	......	......	......	......	......	......	......	1
English	2	1	2	......	146	1	1	......	2	1	......	......	156
Scotch	1	2	......	......	1	......	......	......	......	1	1	......	6
Irish	......	1	......	......	......	......	......	......	1	1	......	......	3
West Indian	6	50	68	......	14	17	12	12	......	......	......	......	179
Newfoundland	292	405	189	118	......	186	209	212	240	145	49	155	2,200
Roumanian	......	......	1	......	......	......	......	......	......	......	......	......	1
Russian	......	......	......	......	......	......	......	1	......	......	......	......	1
Spanish	......	......	1	......	......	......	......	......	......	......	......	......	1
Danish	......	......	......	......	......	1	......	......	......	......	......	......	1
Swedish	2	1	......	......	......	......	......	......	......	3	......	......	6
Norwegian	......	1	......	......	......	......	......	......	......	1	......	......	2
Syrian	......	......	......	3	......	6	1	1	1	1	4	......	17
U.S.A.Citizens	......	......	1	......	1	......	1	1	......	......	......	2	6
Totals...	303	474	272	135	174	217	253	254	269	154	55	158	2,718

TABLE IV.

Monthly Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of North Sydney for the Fiscal Year ending March 31, 1911.

——	Apr.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	1	2	3	3	4	4	5	.....	1	.....	.....	.....	23
General labourers	207	410	111	45	54	154	136	176	250	107	25	155	1,830
Mechanics	14	38	45	13	42	10	23	23	7	10	10	1	236
Clerks	21	1	4	5	12	3	7	4	1	1	.....	.....	59
Miners	3	9	9	5	21	3	7	3	5	7	3	.....	75
Female servants	20	9	31	18	17	16	21	18	5	5	5	.....	165
Not classed	37	5	69	46	24	27	54	30	.....	24	12	2	330
Totals	303	474	272	135	174	217	253	254	269	154	55	158	2,718
Maritime Provinces	254	431	247	107	135	198	212	199	260	132	37	122	2,334
Quebec	17	23	10	13	5	8	20	19	3	7	4	.....	129
Ontario	15	11	7	13	11	6	8	32	2	7	1	5	118
Manitoba	.....	.....	2	2	6	2	.....	.....	.....	.....	1	4	17
Saskatchewan	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Alberta	3	2	3	.....	3	.....	.....	.....	.....	.....	6	.....	17
British Columbia	13	7	3	.....	14	3	13	4	4	8	5	27	101
Totals	303	474	272	135	174	217	253	254	269	154	55	158	2,718

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals for Canada,

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Australian	1	......	......	1	......	......	......	1	......	......	......	......	....
Dutch	1	......	......	1	......	......	......	1	......	......	......	......	....
French	78	30	28	136	1	......	......	51	7	9	18	3	6
German	......	1	......	1	......	......	......	......	1	......	......	......	....
English	107	24	25	156	5	......	......	54	......	1	24	1	5
Scotch	6	......	......	6	1	......	......	2	......	......	1	......	....
Irish	3	......	......	3	......	......	......	......	......	......	1	......	....
West Indian	168	11	......	179	6	......	......	54	2	......	79	......	....
Newfoundland	1,643	361	196	2,200	8	......	......	1,468	96	68	69	18	8
Roumanian	1	......	......	1	......	......	......	1	......	......	......	......	....
Russian	1	......	......	1	......	......	......	1	......	......	......	......	....
Spanish	1	......	......	1	......	......	......	......	......	......	1	......	....
Danish	1	......	......	1	......	......	......	1	......	......	......	......	....
Swedish	4	1	1	6	......	......	......	3	......	......	......	......	....
Norwegian	2	......	......	2	......	......	......	......	......	......	......	......	....
Syrian	10	3	4	17	2	......	......	5	1	1	1	......	....
U.S.A. Citizens	5	......	1	6	......	......	......	2	......	......	1	......	....
Totals	2,032	431	255	2,718	23	......	......	1,644	107	79	195	22	19

V.

at the Port of North Sydney, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.						
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.							
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	6	....	....	16	2	4	13	112	24	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....
5	1	5	19	1	....	15	....	6	14	119	4	10	6	....	3	14
....	....	....	....	....	....	....	2	....	....	5	1	....	....	....	....	....
....	....	....	....	....	....	....	2	....	....	1	1	1	....	....	....	....
8	....	....	2	....	....	8	19	1	....	179	....	....	....	....	....	....
27	9	3	41	1	3	126	30	111	114	1,894	94	101	10	2	13	86
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....
....	....	....	....	....	....	....	1	1	1	1	1	3	....	....	1	....
....	....	....	1	....	....	....	1	....	....	1	....	....	....	....	....	1
1	....	....	....	....	....	....	1	2	3	11	4	1	1	....	....	....
....	....	....	1	....	....	....	1	....	1	5	....	1	....	....	....	....
41	10	8	70	2	3	165	59	125	146	2,334	129	118	17	2	17	101

PORT OF HALIFAX.

For the fiscal year 1910-11, there arrived at the port of Halifax 48,120 passengers, of whom 2,044 travelled saloon and 46,076 steerage. Of the saloon passengers, 1,976 were destined to Canada and 68 to the United States. Of the steerage passengers, 40,352 were for Canada and 5,724 for the United States. Included in the steerage passengers for Canada were 5,699 returned Canadians and 995 tourists, leaving the immigration proper at 33,658 souls, an increase over the preceding fiscal year at this port of 15,515 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

Nationality and Sex of Saloon Passengers arriving at the Port of Halifax, for the Fiscal Year ending March 31, 1911.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	......	1	......	1	......	......	......	......	....	1	......	1
Austrian	......	1	......	1	1	1	2	4	1	2	2	5
Bohemian	......	......	......	......	1	1	2	4	1	1	2	4
Magyar	1	......	......	1	......	......	......	......	1	......	......	1
Belgian	2	......	......	2	......	......	......	......	2	......	......	2
Dutch	......	......	......	......	1	......	......	1	1	......	......	1
French	2	3	......	5	1	......	......	1	3	3	......	6
German	5	2	1	8	......	1	1	2	5	3	2	10
English	227	94	10	331	9	3	....	12	236	97	10	343
Welsh	3	......	......	3	......	......	......	......	3	......	......	3
Scotch	85	16	5	106	2	1	......	3	87	17	5	109
Irish	39	5	1	45	1	1	......	2	40	6	1	47
West Indian	2	......	......	2	......	......	......	......	2	......	......	2
Bermudian	1	......	......	1	......	......	......	......	1	......	......	1
Italian	1	......	......	1	......	......	......	......	1	......	......	1
Japanese	1	......	......	1	......	......	......	......	1	......	......	1
Newfoundland	6	2	......	8	......	......	......	......	6	2	......	8
Polish, Russian	......	......	......	......	......	1	......	1	......	1	......	1
Russian	......	......	......	......	......	1	......	1	......	1	......	1
Swiss	1	......	......	1	......	......	......	......	1	......	......	1
Danish	......	1	......	1	1	......	......	1	1	1	......	2
Armenian	......	......	......	......	1	......	1	2	1	......	1	2
U.S.A. Citizens	6	3	......	9	15	7	......	22	21	10	......	31
Canadian	469	242	38	749	......	......	......	......	469	242	38	749
Tourist	413	255	32	700	3	9	......	12	416	264	32	712
Totals	1,264	625	87	1,976	36	26	6	68	1,300	651	93	2,044

TABLE II.

Nationality and Sex of Steerage Passengers arriving at the Port of Halifax, for the Fiscal Year ending March 31, 1911.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	14	6	9	29	......	......	......	......	14	6	9	29
Australian	13	3	2	18	3	3	1	7	16	6	3	25
Austrian, N.E.S.	1,316	245	224	1,785	134	79	49	262	1,450	324	273	2,047
Bohemian	3	......	......	3	13	11	9	33	16	11	9	36
Bukowinian	91	23	17	131	......	......	......	......	91	23	17	131
Croatian	2	1	......	3	35	4	4	43	37	5	4	46
Dalmatian	1	......	......	1	......	......	......	......	1	......	......	1
Galician	343	81	44	468	......	1	......	1	343	82	44	469
Hungarian, N.E.S.	101	18	15	134	225	47	34	306	326	65	49	440
Magyar	2	......	......	2	41	13	9	63	43	13	9	65
Ruthenian	116	12	9	137	6	7	5	18	122	19	14	155
Slovak	1	1	......	2	43	15	3	61	44	16	3	63
Belgian	140	56	44	240	23	3	4	30	163	59	48	270
Bulgarian	256	1	5	262	335	1	......	336	591	2	5	598
Brazilian	1	......	......	1	......	......	......	......	1	......	......	1
Chinese	2	......	......	2	......	......	......	......	2	......	......	2
Dutch	148	42	54	244	27	5	6	38	175	47	60	282
French	51	31	9	91	1	......	......	1	52	31	9	92
German, N.E.S.	228	53	73	354	99	65	47	211	327	118	120	565
English	11,539	3,833	2,929	18,301	247	101	75	423	11,786	3,934	3,004	18,724
Welsh	223	56	26	305	7	1	......	8	230	57	26	313
Scotch	3,146	1,117	750	5,013	41	15	13	69	3,187	1,132	763	5,082
Irish	552	249	89	890	14	4	1	19	566	253	90	909
West Indian	13	9	1	23	9	2	1	12	22	11	2	35
Bermudian	1	......	......	1	......	......	......	......	1	......	......	1
Jamaican	5	10	3	18	1	2	......	3	6	12	3	21
Greek	119	......	......	119	12	2	......	14	131	2	......	133
Hebrew, N.E.S.	51	26	48	125	11	17	8	36	62	43	56	161
" Russian	403	297	265	965	119	90	94	303	522	387	359	1,268
" Polish	29	14	10	53	1	2	......	3	30	16	10	56
" Austrian	7	16	7	30	3	7	5	15	10	23	12	45
" German	1	1	......	2	......	......	......	......	1	1	......	2
Italian	745	26	13	784	39	6	......	45	784	32	13	829
Newfoundland	6	16	3	25	......	1	......	1	6	17	3	26
New Zealand	5	1	2	8	......	1	2	3	5	2	4	11
Portuguese	1	......	......	1	......	......	......	......	1	......	......	1
Polish, N.E.S.	14	10	10	34	7	3	1	11	21	13	11	45
" Austrian	23	11	3	37	65	60	36	161	88	71	39	198
" German	1	......	......	1	6	6	5	17	7	6	5	18
" Russian	51	12	11	74	59	32	30	121	110	44	41	195
Persian	6	......	......	6	21	......	......	21	27	......	......	27
Roumanian	29	13	9	51	22	13	10	45	51	26	19	96
Russian, N.E.S.	1,173	162	208	1,543	394	59	48	501	1,567	221	256	2,044
Finnish	160	29	20	209	401	152	74	627	561	181	94	836
Spanish	21	1	......	22	......	......	......	......	21	1	......	22
Swiss	16	5	1	22	2	2	1	5	18	7	2	27
Servian	......	......	......	......	24	3	......	27	24	3	......	27
Danish	71	11	17	99	42	9	10	61	113	20	27	160
Icelandic	19	3	1	23	1	......	......	1	20	3	1	24
Swedish	384	61	68	513	270	43	23	336	654	104	91	849
Norwegian	267	54	26	347	487	111	43	641	754	165	69	988
Turkish	60	2	......	62	281	11	11	303	341	13	11	365
Armenian	14	2	1	17	256	33	6	295	270	35	7	312
Syrian	5	1	1	7	34	15	6	55	39	16	7	62
Arabian	1	......	......	1	......	......	......	......	1	......	......	1
U.S.A. Citizens	11	3	3	17	79	29	21	129	90	32	24	146
Negro	......	3	......	3	......	......	......	......	......	3	......	3
Total immigration	22,001	6,627	5,030	33,658	3,940	1,086	695	5,721	25,941	7,713	5,725	39,379
Returned Canadian	4,250	946	503	5,699	......	......	......	......	4,250	946	503	5,699
Tourist	530	409	56	995	3	......	......	3	533	409	56	998
Totals.	26,781	7,982	5,589	40,352	3,943	1,086	695	5,724	30,724	9,068	6,284	46,076

TABLE III.

MONTHLY Arrivals of Immigrants for Canada, at the Port of Halifax, for the Fiscal Year ending March 31, 1911.

——	April.	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South	4	6	3		1			2	9		1	3	29
Australian	4		2					4	3		1	4	18
Austrian, N.E.S.	1,016	651	8	25	27	8	1		26	3	11	9	1,785
Bohemian						1				1		1	3
Bukowinian	115	1			1		2	1	1	6	2	2	131
Croatian											1	2	3
Dalmatian			1										1
Galician	150	32	31	6	28	62	48	28	11	25	8	39	468
Hungarian, N.E.S.	117	1			1	1				4	2	8	134
Magyar			1						1				2
Ruthenian	6			7		1	7	28		17	12	59	137
Slovak										1		1	2
Belgian	50	10	14		1	2	5	10	10	11	19	108	240
Bulgarian	15			1	12	12	76	56	34	20	17	19	262
Brazilian									1				1
Chinese				1				1					2
Dutch	101	2	3			7	2	16		4	20	89	244
French	12	1	2	1	2	2	2	6	9	10	19	25	91
German, N.E.S.	100	47	5	10	24	13	4	4	33	43	18	53	354
English	5,425	391	379	89	151	82	93	403	742	745	1,513	8,288	18,301
Welsh	66	4	3	1	1		6	6	10	19	16	173	305
Scotch	1,706	163	102	53	29	59	50	224	350	124	266	1,887	5,013
Irish	257	30	1	6	16	2	14	30	51	38	98	347	890
West Indian	7	8		3	2				1	1		1	23
Bermudian	1												1
Jamaican	1	2	3	4		3					4	1	18
Greek	21		2		1		16	61	7	8	2	1	119
Hebrew, N.E.S.	7		11	12	22	7		13	19	22	11	1	125
" Russian	78	27	61	42	24	100	74	125	141	92	111	90	965
" Polish	1								17	19	10	5	53
" Austrian	1		17	2		1	1		4		1	3	30
" German								2					2
Italian	210	215	59	8	35	62	67	11	12	4	15	86	784
Newfoundland	6	3	1		1	6	2		6				25
New Zealand	4								3			1	8
Portuguese								1					1
Polish, N.E.S.		8	4			1		1	4	11	3	2	34
" Austrian	1			7		1	5	5	2	4		12	37
" German								1					1
" Russian	3	4	4		13	2	16	6	18	2		6	74
Persian	1								3	1		1	6
Roumanian	4	7		1	9		1	9	12	6	1	1	51
Russian, N.E.S.	440	198	27	23	35	77	123	103	104	32	38	343	1,543
Finnish	27	6						25	34	40	28	49	209
Spanish	7							1		5		9	22
Swiss	10							1	5	2	1	3	22
Danish	41		1				1	2	3	2	7	42	99
Icelandic									5	1	1	16	23
Swedish	247		2					18	44	22	44	136	513
Norwegian	136	3	19	3		2	1	3	10	16	26	128	347
Turkish	17	15	2		3	1	4	2	10		6	2	62
Armenian		4	4	8								1	17
Syrian	1				1			2	1	2			7
Arabian									1				1
U.S.A. Citizens	2				1				1	5	1	7	17
Negro				3									3
Totals	10,418	1,839	772	316	441	515	621	1,212	1,758	1,368	2,334	12,064	33,658

TABLE IV.

Monthly Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of Halifax, for the Fiscal Year ending March 31, 1911.

—	April.	May.	June.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists......	5,596	691	121	39	47	49	69	156	249	167	721	6,360	14,265
General labourers .	1,783	842	103	70	153	192	336	460	522	453	459	1976	7,349
Mechanics.........	1,878	99	80	67	84	86	67	70	111	45	86	1,343	4,016
Clerks............	296	13	9	11	16	15	16	49	121	87	118	493	1,244
Miners............	247	152	109	99	106	31	9	139	125	55	98	137	1,357
Female servants...	456	38	76	18	17	37	21	132	200	134	264	668	2,061
Not classed........	162	4	274	12	18	105	53	206	430	427	588	1,087	3,366
Totals.....	10,418	1,839	772	316	441	515	621	1,212	1,758	1,368	2,334	12,064	33,658
Maritime Provinces	793	388	513	199	234	199	294	368	230	107	190	576	4,091
Quebec............	1,013	403	70	24	80	116	172	157	246	210	278	853	3,622
Ontario............	3,577	439	114	74	76	139	106	395	676	566	977	4,947	12,086
Manitoba..........	2,097	290	28	11	26	20	20	101	181	143	210	1,925	5,052
Saskatchewan.....	1,060	182	18	1	10	9	13	56	94	82	193	1,275	2,993
Alberta............	1,128	103	12	3	6	11	2	78	90	78	122	939	2,572
British Columbia..	750	34	17	4	9	21	14	57	241	182	363	1,549	3,241
Yukon............	......	......	......	......	......	......	......	......	......	......	1	......	1
Totals.......	10,418	1,839	772	316	441	515	621	1,212	1,758	1,368	2,334	12,064	33,658

TABLE

Nationality, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	14	6	9	29	8	3	7	1	.....	1	1	2	1
Australian	13	3	2	18	5	.....	.....	4	.....	.....	1	.....	....
Austrian, N.E.S.	1,316	245	224	1,785	345	104	159	901	87	57	7	1	....
Bohemian	3	.....	.....	3	.....	.....	.....	1	.....	.....	.....	.....	....
Bukowinian	91	23	17	131	49	10	16	40	1	1	2	.....	....
Croatian	2	1	.....	3	2	1	.....	.....	.....	.....	.....	.....	....
Dalmatian	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	....
Galician	343	81	44	468	51	15	19	292	21	25	.....	.....	....
Hungarian	101	18	15	134	60	9	11	36	2	3	1	.....	....
Magyar	2	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	....
Ruthenian	116	12	9	137	23	2	2	91	6	7	.....	.....	....
Slovak	1	1	.....	2	.....	.....	.....	1	.....	.....	.....	.....	....
Belgian	140	56	44	240	78	15	6	26	1	2	4	3	1
Bulgarian	256	1	5	262	7	.....	.....	248	1	5	.....	.....	....
Brazilian	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	....
Chinese	2	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	....
Dutch	148	42	54	244	102	20	29	14	3	3	19	3	2
French	51	31	9	91	17	5	.....	8	4	.....	5	3	3
German, N.E.S.	228	53	73	354	42	13	9	41	8	17	17	2	....
English	11,539	3,833	2,929	18,301	6,757	1,391	1,395	1,476	371	421	1,543	351	337
Welsh	223	56	26	305	107	8	10	27	.....	1	32	3	2
Scotch	3,146	1,117	750	5,013	1,338	239	300	325	48	54	864	108	117
Irish	552	249	89	890	303	44	40	64	15	19	49	2	....
West Indian	13	9	1	23	1	.....	.....	8	.....	.....	3	.....	....
Bermudian	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	....
Jamaican	5	10	3	18	3	.....	.....	.....	.....	.....	2	1	3
Greek	119	.....	.....	119	1	.....	.....	114	.....	.....	1	.....	....
Hebrew, N.E.S.	51	26	48	125	3	1	4	12	6	13	19	6	12
" Russian	403	297	265	965	13	6	5	65	20	49	144	92	79
" Polish	29	14	10	53	.....	.....	.....	1	1	2	7	.....	....
" Austrian	7	16	7	30	1	.....	.....	3	1	.....	1	1	1
" German	1	1	.....	2	.....	.....	.....	.....	1	.....	.....	.....	....
Italian	745	26	13	784	6	1	1	714	15	3	9	1	2
Newfoundland	6	16	3	25	.....	.....	.....	1	.....	.....	2	.....	....
New Zealand	5	1	2	8	2	.....	.....	.....	.....	.....	2	.....	....
Portuguese	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	....
Polish, N.E.S.	14	10	10	34	1	.....	.....	7	2	2	1	1	1
" Austrain	23	11	3	37	3	4	3	20	2	.....	.....	.....	....
" German	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	....
" Russian	51	12	11	74	5	1	1	38	5	3	.....	.....	....
Persian	6	.....	.....	6	3	.....	.....	1	.....	.....	1	.....	....
Roumanian	29	13	9	51	8	2	6	13	2	1	[illegible]		....
Russian, N.E.S.	1,173	162	208	1,543	234	93	152	869	28	40	4[illegible]		4
Finnish	160	29	20	209	24	5	9	111	5	7	9	1	3
Spanish	21	1	.....	22	14	.....	.....	2	1	.....	.....	.....	....
Swiss	16	5	1	22	13	1	.....	1	.....	.....	.....	1	1
Danish	71	11	17	99	46	5	11	11	2	6	7	.....	....
Icelandic	19	3	1	23	9	1	1	2	.....	.....	5	.....	....
Swedish	384	61	68	513	165	16	32	179	12	21	25	3	6
Norwegian	267	54	26	347	121	17	17	68	5	5	12	2	2
Turkish	60	2	.....	62	8	.....	.....	49	.....	.....	1	1	....
Armenian	14	2	1	17	.....	.....	.....	11	1	.....	.....	1	1
Syrian	5	1	1	7	2	.....	.....	1	.....	.....	1	.....	....
Arabian	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	....
U.S.A. Citizens	11	3	3	17	3	2	2	2	.....	.....	1	.....	1
Negro	.....	3	.....	3	.....	.....	.....	.....	.....	.....	.....	1	....
Totals	22,001	6,627	5,030	33,658	9,984	2,034	2,247	5,904	697	768	2,841	596	579

V.

Canada, at the Port of Halifax, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Females servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
1	....	....	....	....	....	......	3	1	.....	10	2	3	2	1	.....	11	..
1	....	....	1	....	....	......	1	3	2	1	2	6	3	1	.....	5	..
5	....	....	58	7	6	44	.....	2	2	96	457	373	588	185	78	8	..
....	....	....	....	....	....	......	2	.....	.....	2	1	.....	.....	.....	.....	.....	..
....	....	....	....	....	....	12	.....	.....	.....	.....	11	9	57	8	45	1	..
....	....	....	....	....	....	......	.....	.....	.....	.....	.....	2	.....	1	.....	.....	..
....	....	....	....	....	....	......	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	..
....	....	....	....	....	....	41	.....	4	.....	24	181	116	74	51	15	7	..
1	....	....	2	....	....	5	1	2	1	6	43	20	37	20	8	.....	..
1	....	....	....	....	....	......	.....	.....	.....	.....	1	1	.....	.....	.....	.....	..
....	....	....	2	....	....	4	.....	.....	.....	17	66	32	17	3	.....	2	..
....	....	....	....	....	....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	..
2	2	3	26	17	28	9	4	9	4	98	19	3	83	35	2	.....	..
....	....	....	....	....	....	......	1	.....	.....	86	33	143	.....	.....	.....	.....	..
1	....	....	....	....	....	......	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	..
1	....	....	....	....	....	......	.....	.....	.....	.....	1	1	.....	.....	.....	.....	..
2	....	....	1	1	4	9	10	6	16	11	6	100	23	22	66	16	..
6	2	....	7	6	5	3	8	8	1	19	19	14	21	1	11	6	..
2	....	....	109	15	28	6	17	9	19	182	21	41	36	28	32	14	..
432	146	85	310	73	138	1,072	1,021	429	553	1,942	904	7,565	2,650	1,796	1,441	2,002	1
14	5	3	23	6	2	19	20	15	8	34	20	50	72	31	39	59	..
230	33	47	188	58	129	515	201	116	103	756	339	1,579	761	369	465	744	..
79	15	3	5	3	8	143	52	27	19	75	92	378	147	78	43	77	..
1	....	....	....	....	....	9	.....	.....	1	15	2	4	.....	.....	.....	2	..
....	....	....	....	....	....	......	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	..
....	....	....	....	....	....	9	.....	.....	.....	5	1	10	1	1	.....	.....	..
2	....	....	....	....	....	......	1	.....	.....	81	4	33	.....	.....	.....	1	..
8	1	6	....	....	....	2	9	10	13	4	50	52	12	.....	3	4	..
25	16	25	2	....	....	22	154	141	107	62	289	511	66	20	15	2	..
1	....	....	....	....	....	4	20	9	8	2	6	43	.....	.....	1	1	..
1	2	1	....	1	....	3	1	8	5	3	4	23	.....	.....	.....	.....	..
....	....	....	....	....	....	......	1	.....	.....	.....	1	1	.....	.....	.....	.....	..
2	3	7	13	2	....	2	1	2	.....	81	506	129	.....	3	5	60	..
....	....	....	....	....	....	9	3	7	3	19	5	1	.....	.....	.....	.....	..
....	1	2	....	....	....	......	1	.....	.....	.....	.....	6	.....	1	.....	1	..
....	....	....	....	....	....	......	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	..
....	1	....	3	1	4	2	2	3	3	10	4	12	7	.....	.....	1	..
....	....	....	....	....	....	5	.....	.....	.....	2	13	6	16	.....	.....	.....	..
....	....	....	....	....	....	......	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	..
1	....	....	....	....	....	4	7	2	7	25	29	10	7	3	.....	.....	..
1	....	....	....	....	....	......	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	..
3	....	....	....	....	....	4	3	5	2	10	12	5	2	22	.....	.....	..
3	1	1	17	2	4	25	9	7	7	217	383	389	136	178	167	73	..
....	....	....	14	1	....	17	2	.....	1	12	18	160	4	1	3	11	..
....	....	....	5	....	....	......	.....	.....	.....	9	.....	.....	12	.....	.....	1	..
....	....	....	....	....	....	2	2	1	.....	.....	4	6	8	3	1	.....	..
2	....	....	1	....	....	4	4	.....	.....	7	11	8	29	10	22	12	..
....	....	....	....	....	....	2	3	.....	.....	.....	.....	5	17	.....	.....	1	..
1	....	....	8	1	3	26	6	3	6	38	54	108	105	57	59	92	..
....	....	....	7	....	....	24	59	6	2	106	4	47	57	63	50	20	..
1	....	....	....	....	....	1	1	.....	.....	10	2	49	.....	.....	.....	1	..
....	....	....	1	....	....	......	2	.....	.....	4	.....	12	.....	.....	.....	1	..
....	....	....	....	....	....	......	1	1	1	1	1	4	.....	1	.....	.....	..
....	....	....	....	....	....	......	1	.....	.....	.....	.....	1	.....	.....	.....	.....	..
3	....	....	....	1	....	......	2	.....	.....	2	.....	8	2	.....	.....	5	..
....	....	....	....	....	....	2	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	..
833	228	183	803	195	359	2,061	1,636	836	894	4,091	3,622	12,086	5,052	2,993	2,572	3,241	1

PORT OF ST. JOHN.

For the fiscal year 1910-11, there arrived at the port of St. John 31,394 passengers, of whom 1,366 travelled saloon and 30,028 steerage. Of the saloon passengers, 1,307 were destined to Canada and 59 to the United States. Of the steerage passengers, 26,492 were for Canada and 3,536 for the United States. Included in the steerage passengers for Canada were 3,888 returned Canadians and 163 tourists, leaving the immigration proper at 22,441 souls, an increase as compared with the preceding fiscal year at this port of 9,645 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of St. John, for the Fiscal Year ending March 31, 1911.

—	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	1	1	......	2	......	......	......	......	1	1	......	2
Austrian	1	......	......	1	1	1	......	2	2	1	......	3
Hungarian, N.E.S.	1	......	......	1	......	......	......	......	1	......	......	1
Magyar	1	......	......	1	......	......	......	......	1	......	......	1
Belgian	......	1	......	1	......	......	......	......	......	1	......	1
Brazilian	1	......	......	1	......	......	......	......	1	......	......	1
Dutch	2	2	......	4	......	......	......	......	2	2	......	4
French	1	3	......	4	......	1	......	1	1	4	......	5
German	6	4	1	11	1	1	......	2	7	5	1	13
English	153	72	14	239	10	1	......	11	163	73	14	250
Welsh	1	......	......	1	......	......	......	......	1	......	......	1
Scotch	25	6	1	32	......	......	......	......	25	6	1	32
Irish	14	9	6	29	1	1	......	2	15	10	6	31
West Indian	10	2	1	13	......	......	......	......	10	2	1	13
Bermudian	3	6	......	9	......	......	......	......	3	6	......	9
Jamaican	1	......	......	1	......	......	......	......	1	......	......	1
Newfoundland	......	......	1	1	......	......	......	......	......	......	1	1
Portuguese	1	1	......	2	......	......	......	......	1	1	......	2
Russian	1	......	......	1	......	1	......	1	1	1	......	2
Swiss	1	......	......	1	......	......	......	......	1	......	......	1
Servian	......	1	......	1	......	......	......	......	......	1	......	1
Turkish	......	1	......	1	......	......	......	......	......	1	......	1
U.S.A. Citizens	7	5	......	12	13	11	......	24	20	16	......	36
Canadian	428	242	44	714	......	......	......	......	428	242	44	714
Tourist	138	79	7	224	11	5	......	16	149	84	7	240
Totals	797	435	75	1,307	37	22	......	59	834	457	75	1,366

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of St. John, for the Fiscal Year ending March 31, 1911.

—	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	6	1	2	9	......	......	......	......	6	1	2	9
Australian	14	4	2	20	......	......	......	......	14	4	2	20
Austrian, N.E.S	692	198	121	1,011	46	27	12	85	738	225	133	1,096
Bohemian	......	4	7	11	7	3	4	14	7	7	11	25
Bukowinian	143	13	14	170	......	......	......	......	143	13	14	170
Croatian	17	3	......	20	23	5	1	29	40	8	1	49
Galician	1,426	262	205	1,893	72	13	30	115	1,498	275	235	2,008
Hungarian, N.E.S	68	26	26	120	18	9	8	35	86	35	34	155
Magyar	25	1	3	29	3	3	2	8	28	4	5	37
Ruthenian	156	49	34	239	1	1	......	2	157	50	34	241
Slovak	6	1	......	7	3	1	......	4	9	2	......	11
Belgian	226	79	79	384	38	19	12	69	264	98	91	453
Bulgarian	125	2	2	129	35	1	......	36	160	3	2	165
Brazilian	1	......	......	1	......	......	......	......	1	......	......	1
Chinese	11	......	......	11	......	......	......	......	11	......	......	11
Dutch	37	10	15	62	18	16	25	59	55	26	40	121
French	203	87	58	348	8	7	3	18	211	94	61	366
German, N.E.S	123	62	96	281	21	17	28	66	144	79	124	347
Bavarian	......	......	......	......	......	1	1	2	......	1	1	2
Prussian	1	......	......	1	2	......	......	2	3	......	......	3
English	5,367	2,379	1,552	9,298	139	94	67	300	5,506	2,473	1,619	9,598
Welsh	109	34	32	175	8	2	......	10	117	36	32	185
Scotch	2,372	901	528	3,801	56	35	17	108	2,428	936	545	3,909
Irish	554	216	114	884	25	4	5	34	579	220	119	918
West Indian	22	68	11	101	7	2	1	10	29	70	12	111
Bermudian	......	7	2	9	......	......	......	......	......	7	2	9
Jamaican	2	......	......	2	......	......	......	......	2	......	......	2
Greek	16	1	......	17	......	......	......	......	16	1	......	17
Hebrew, N.E.S	36	29	29	94	7	9	12	28	43	38	41	122
" Russian	211	131	111	453	97	82	71	250	308	213	182	703
" Austrian	6	6	11	23	2	1	......	3	8	7	11	26
" German	1	......	......	1	......	......	......	......	1	......	......	1
Italian	209	18	15	242	6	......	......	6	215	18	15	248
New Zealand	4	2	......	6	......	......	......	......	4	2	......	6
Portuguese	......	1	2	3	......	......	......	......	......	1	2	3
Polish, N.E.S	35	1	......	36	1	......	......	1	36	1	......	37
" Austrian	104	32	33	169	17	13	8	38	121	45	41	207
" Russian	121	32	39	192	99	38	14	151	220	70	53	343
Roumanian	69	21	20	110	7	4	1	12	76	25	21	122
Russian, N.E.S	560	131	133	824	179	102	67	348	739	233	200	1,172
Finnish	160	66	44	270	233	120	45	398	393	186	89	668
Spanish	18	1	1	20	1	2	3	6	19	3	4	26
Swiss	34	11	7	52	2	......	......	2	36	11	7	54
Servian	9	2	3	14	1	1	1	3	10	3	4	17
Danish	72	23	13	108	83	17	14	114	155	40	27	222
Swedish	295	63	45	403	209	64	22	295	504	127	67	698
Norwegian	234	50	23	307	635	125	22	782	869	175	45	1,089
Turkish	52	3	1	56	14	......	1	15	66	3	2	71
Armenian	......	......	......	......	3	......	......	3	3	......	......	3
Egyptian	1	......	......	1	......	......	......	......	1	......	......	1
Syrian	5	4	2	11	......	1	......	1	5	5	2	12
U.S.A. Citizens	7	3	1	11	38	9	15	62	45	12	16	73
Negro	1	1	......	2	......	......	......	......	1	1	......	2
Total immigration	13,966	5,039	3,436	22,441	2,164	848	512	3,524	16,130	5,887	3,948	25,965
Returned Canadian	2,907	656	325	3,888	......	......	......	......	2,907	656	325	3,888
Tourist	123	35	5	163	5	3	4	12	128	38	9	175
Totals	16,996	5,730	3,766	26,492	2,169	851	516	3,536	19,165	6,581	4,282	30,028

TABLE III.

MONTHLY Arrivals of Immigrants for Canada, by Nationalities, at the Port of St. John, for the Fiscal Year ending March 31, 1911.

—	Apr.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South	4											5	9
Australian	3							3		3	2	9	20
Austrian, N.E.S.	425							132	12	6	2	434	1,011
Bohemian	4								7				11
Bukowinian	98								23	8	4	37	170
Croatian	4							6	3	1	5	1	20
Galician	950							9	96	6	50	782	1,893
Hungarian, N.E.S.	37							30	9	3	4	37	120
Magyar									12	13	4		29
Ruthenian	12								89	31	105	2	239
Slovak								6			1		7
Belgian	129							8	14	11	9	213	384
Bulgarian								19	45	18		47	129
Brazilian											1		1
Chinese			2						5		2	2	11
Dutch	10									9	2	41	62
French	66							17	30	5	55	175	348
German, N.E.S.	51							93	23	24	55	35	281
Prussian												1	1
English	3,191		1	1	2		2	259	585	215	1,030	4,012	9,298
Welsh	35							5	15	6	17	97	175
Scotch	1,050		5		6			206	211	26	323	1,974	3,801
Irish	322			2				16	75	10	68	391	884
West Indian	7	11	12	4	4	26	14	6	4		5	8	101
Bermudian			2	3		4							9
Jamaican								1				1	2
Greek	1							14	1		1		17
Hebrew, N.E.S.	13							8	9		56	8	94
" Russian	46							80	166	91	33	37	453
" Austrian								3	2	9	9		23
" German								1					1
Italian	43							11	23	13	36	116	242
New Zealand	2							1				3	6
Portuguese							3						3
Polish, N.E.S.	35										1		36
" Austrian	49								25	31	64		169
" Russian	44								25	12	84	27	192
Roumanian	28							16	17	15	6	28	110
Russian, N.E.S.	269							83	83	94	19	276	824
Finnish	50							57	55	10	30	68	270
Spanish	1								1			18	20
Swiss	18							4			1	29	52
Servian	1							7	3		2	1	14
Danish	24							3	6		8	67	108
Swedish	165							15	37	11	41	134	403
Norwegian	133							5	22	2	15	130	307
Turkish	1							27	16		6	6	56
Egyptian	1												1
Syrian	3										8		11
U.S.A. citizens	5									1	1	4	11
Negro					2								2
Totals	7,330	11	22	10	14	30	19	1,151	1,749	684	2,165	9,256	22,441

TABLE IV.

MONTHLY Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of St. John, for the Fiscal Year ending March 31, 1911.

—	Apr.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	3,851	....	4	....	8	1	....	281	284	137	676	4,005	9,247
General labourers	1,632	....	....	2	4	....	1	523	519	264	434	2,312	5,691
Mechanics	1,027	1	2	2	....	2	2	110	27	38	49	656	1,916
Clerks	195	....	1	....	....	2	....	29	98	21	127	339	812
Miners	79	....	....	....	....	....	....	47	87	23	58	120	414
Female servants	339	6	8	6	1	10	12	84	175	53	202	693	1,589
Not classified	207	4	7	....	1	15	4	77	559	148	619	1,131	2,772
Totals	7,330	11	22	10	14	30	19	1,151	1,749	684	2,165	9,256	22,441
Maritime Provinces	408	4	8	6	11	15	11	70	73	33	101	350	1,090
Quebec	605	....	8	....	1	2	3	197	315	141	343	788	2,403
Ontario	2,242	3	2	4	1	13	5	431	572	207	616	2,759	6,855
Manitoba	1,575	4	....	....	....	....	....	111	223	108	302	1,814	4,137
Saskatchewan	978	....	....	....	....	....	....	110	180	83	209	1,088	2,648
Alberta	825	....	4	....	1	....	....	100	142	41	185	1,180	2,478
British Columbia	697	....	....	....	....	....	....	132	244	71	409	1,277	2,830
Totals	7,330	11	22	10	14	30	19	1,151	1,749	684	2,165	9,256	22,441

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	6	1	2	9	6	....	1	....	....	....	....	....	....
Australian	14	4	2	20	6	1	....	....	....	....	2	....	....
Austrian, N.E.S.	692	198	121	1,011	465	151	103	208	26	17	6	2	....
Bohemian	....	4	7	11	....	....	....	....	....	....	....	....	....
Bukowmian	143	13	14	170	77	3	4	63	3	4	....	1	5
Croatian	17	3	....	20	6	....	....	10	1	....	....	1	....
Galician	1,426	262	205	1,893	370	69	70	1,036	72	111	7	5	8
Hungarian, N.E.S.	68	26	26	120	22	11	9	41	8	12	1	3	5
Magyar	25	1	3	29	14	1	3	7	....	....	....	....	....
Ruthenian	156	49	34	239	72	7	15	78	11	13	1	....	....
Slovak	6	1	....	7	6	....	....	....	....	....	....	....	....
Belgian	226	79	79	384	138	46	54	66	16	15	13	4	7
Bulgarian	125	2	2	129	46	....	....	74	2	2	....	....	....
Brazilian	1	....	....	1	....	....	....	....	....	....	....	....	....
Chinese	11	....	....	11	....	....	....	4	....	....	....	....	....
Dutch	37	10	15	62	21	6	14	11	1	1	2	1	....
French	203	87	58	348	149	43	44	15	9	5	5	1	....
German, N.E.S.	123	62	96	281	54	24	49	40	13	21	12	6	11
Prussian	1	....	....	1	1	....	....	....	....	....	....	....	....
English	5,367	2,379	1,552	9,298	2,810	626	641	942	303	325	699	210	175
Welsh	109	34	32	175	53	8	19	19	4	....	7	1	....
Scotch	2,372	901	528	3,801	978	210	251	374	70	46	315	58	38
Irish	554	216	114	884	260	64	40	107	23	18	62	14	7
West Indian	22	68	11	101	4	3	....	5	3	2	4	1	1
Bermudian	....	7	2	9	....	....	....	....	....	....	....	....	....
Jamacian	2	....	....	2	....	....	....	....	....	....	1	....	....
Greek	16	1	....	17	8	1	....	5	....	....	1	....	....
Hebrew, N.E.S.	36	29	29	94	1	2	....	8	6	5	7	3	3
Russian	211	131	111	453	18	5	9	89	25	35	47	36	15
Austrian	6	6	11	23	....	1	5	2	3	4	....	....	....
German	1	....	....	1	....	....	....	1	....	....	....	....	....
Italian	209	18	15	242	68	4	4	120	4	4	4	1	....
New Zealand	4	2	....	6	3	....	....	....	....	....	....	....	....
Portuguese	....	1	2	3	....	....	....	....	....	....	....	....	....
Polish, N.E.S.	35	1	....	36	2	....	....	31	....	....	2	....	....
Austrian	104	32	33	169	76	10	16	25	6	10	....	....	....
Russian	121	32	39	192	76	10	16	39	10	21	....	....	....
Roumanian	69	21	20	110	25	1	7	35	5	1	2	1	....
Russian, N.E.S.	560	131	133	824	170	39	61	354	41	42	12	4	12
Finnish	160	66	44	270	19	4	4	122	14	17	4	4	7
Spanish	18	1	1	20	16	....	....	....	....	....	....	....	....
Swiss	34	11	7	52	21	9	6	7	....	1	2	....	....
Servian	9	2	3	14	2	....	....	7	2	3	....	....	....
Danish	72	23	13	108	42	8	3	24	3	8	2	....	....
Swedish	295	63	45	403	119	9	13	143	10	15	18	3	4
Norwegian	234	50	23	307	134	15	14	82	4	4	14	2	....
Turkish	52	3	1	56	18			34	2	1	....	....	....
Egyptian	1	....	....	1	....	....	....	....	....	....	1	....	....
Syrian	5	4	2	11	....	....	....	....	....	....	1	....	....
U. S. A. Citizens	7	3	1	11	4	1	....	....	....	....	1	1	....
Negro	1	1	....	2	....	....	....	....	....	....	....	....	....
Totals	13,966	5,039	3,436	22,441	6,380	1,392	1,475	4,228	700	763	1,255	363	298

V.

Canada, at the Port of St. John, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.						
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.							
				1	1					1					2	6
3							3	3	2	2	1	4	2		1	10
4			4			12	5	7	1	62	157	228	285	206	63	10
				1	5	1		2	2	10	1					
			1			4	2	2	1	7	44	37	39	18	22	3
							1	1			5	14		1		
2	2	4	8			106	3	8	12	44	324	396	716	189	185	39
2			1			4	1			2	9	30	3	72	3	1
			3				1			9		15		5		
			4			21	1	10	6	3	33	31	102	43	17	10
						1					5	1			1	
			3	3	1	6	6	4	2	13	35	11	133	115	61	16
			1				4			8	58	56	3	1	1	2
							1									1
5							2			4	4	3				
1						2	2			13		7	24	5	10	3
	1		4	1	1	7	30	25	8	39	89	28	63	80	37	12
6	2			1	2	8	11	8	13	13	12	54	67	71	44	20
													1			
277	80	45	112	29	47	732	527	399	319	372	592	3,295	1,358	957	1,177	1,547
4			16	1		13	10	7	13	3	3	44	29	11	49	36
182	33	29	88	6	4	379	435	145	160	200	227	1,193	671	318	433	759
54	13	7	8			63	63	39	42	42	70	303	162	98	101	108
2	1					55	7	5	8	40	19	34	5		1	2
						5		2	2	7		2				
							1				1	1				
							2			1	2	13	1			
4	1	2				1	16	16	19		43	29	21		1	
7	3	11				7	50	55	41	9	241	148	50	3	2	
2							2	2	2		7	5		11		
														1		
3			7			4	7	5	7	32	122	48	7	5	12	16
							1	2		1		2			1	2
								1	2	3						
						1					4	11	18	2		1
						8	3	8	7	5	25	43	63	9	23	1
			3	2	2	10	3			7	19	81	14	55	12	4
1	1	6				3	6	10	6	16	53	10	5	19	3	4
1	1		5			30	18	16	18	48	124	261	154	137	56	44
1			13	1	4	36	1	7	12	3	8	205	4	13	8	29
1							1	1	1	18	1					1
2						1	2	1		4	5	19	16	4	4	
												6		8		
2			1			10	1	2	2	14	9	16	22	22	13	12
1	1		10	2	4	33	4	5	9	13	33	86	63	79	55	74
			2			25	2	4	5	12	5	32	36	89	76	57
								1		5	5	46				
												1				
2							2	4	2	2	5	4				
			1				1	1	1	2	2	2		1	4	
						1	1			1	1					
559	139	104	295	48	71	1,589	1,239	808	725	1,090	2,403	6,855	4,137	2,648	2,478	2,830

PORT OF QUEBEC.

For the fiscal year 1910-11, there arrived at the port of Quebec, 162,240 passengers, of whom 10,527 travelled saloon and 151,713 steerage.

Of the saloon passengers, 7,581 were destined to Canada and 2,946 to the United States. Of the steerage passengers, 127,153 were for Canada and 24,560 for the United States. Included in the steerage passengers for Canada were 17,772 returned Canadians and 2,760 tourists, leaving the immigration proper at 106,621 souls, an increase as compared with the preceding fiscal year of 54,269 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Quebec, for the Fiscal Year ending March 31, 1911.

—	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	5	6	1	12	......	......	......	......	5	6	1	12
Australian	8	7	3	18	......	1	......	1	8	8	3	19
Austrian	4	......	......	4	3	1	......	4	7	1	......	8
Hungarian	3	......	......	3	2	......	......	2	5	......	......	5
Belgian	2	2	1	5	1	......	......	1	3	2	1	6
Chinese	1	......	......	1	......	......	......	......	1	......	......	1
Dutch	4	3	......	7	1	1	......	2	5	4	......	9
French	21	11	......	32	9	12	......	21	30	23	......	53
German	14	2	......	16	13	8	......	21	27	10	......	37
English	737	441	82	1,260	124	93	7	224	861	534	89	1,484
Welsh	13	9	......	22	4	2	......	6	17	11	......	28
Scotch	200	126	17	343	64	65	1	130	264	191	18	473
Irish	60	35	2	97	16	23	1	40	76	58	3	137
Hebrew, N.E.S.	......	......	......	......	2	1	......	3	2	1	......	3
" Russian	1	......	......	1	......	......	......	......	1	......	......	1
Italian	3	3	......	6	2	1	......	3	5	4	......	9
Japanese	3	......	......	3	......	......	......	......	3	......	......	3
Newfoundland	3	......	......	3	......	......	......	......	3	......	......	3
New Zealand	2	2	......	4	......	......	......	......	2	2	......	4
Portuguese	1	1	......	2	......	......	......	......	1	1	......	2
Polish Russian	1	......	......	1	......	......	......	......	1	......	......	1
Russian	2	......	......	2	1	......	......	1	3	......	......	3
Swiss	1	7	......	8	1	7	......	8	2	14	......	16
Danish	3	1	......	4	1	......	......	1	4	1	......	5
Swedish	2	3	1	6	1	1	......	2	3	4	1	8
Turkish	......	1	1	2	......	......	......	......	......	1	1	2
Armenian	......	......	......	......	1	......	......	1	1	......	......	1
Syrian	1	......	......	1	1	......	......	1	2	......	......	2
U. S. A. Citizens	32	60	8	100	774	1,176	119	2,069	806	1,236	127	2,169
Canadian	1,819	1,768	239	3,826	20	19	3	42	1,839	1,787	242	3,868
Tourist	1,111	629	52	1,792	154	190	19	363	1,265	819	71	2,155
Totals	4,057	3,117	407	7,581	1,195	1,601	150	2,946	5,252	4,718	557	10,527

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Quebec, for the Fiscal Year ending March 31, 1911.

	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Afghan	......	......	......	......	2	......	......	2	2	......	......	2
African, South	9	16	13	38	......	1	1	2	9	17	14	40
Australian	37	19	9	65	......	1	......	1	37	20	9	66
Austrian, N.E.S.	3,159	627	586	4,372	218	114	40	372	3,377	741	626	4,744
Bohemian	26	24	26	76	......	6	4	10	26	30	30	86
Bukowinian	314	48	37	399	......	......	......	......	314	48	37	399
Croatian	27	4	......	31	123	11	8	142	150	15	8	173
Dalmatian	2	2	2	6	......	......	......	......	2	2	2	6
Galician	748	234	188	1,170	27	26	11	64	775	260	199	1,234
Hungarian, N.E.S.	115	89	96	300	95	24	17	136	210	113	113	436
Mâgyar	29	11	14	54	11	2	8	21	40	13	22	75
Ruthenian	1,419	385	301	2,105	19	5	4	28	1,438	390	305	2,133
Slovak	18	1	1	20	19	4	2	25	37	5	3	45
Belgian	333	166	158	657	98	52	49	199	431	218	207	856
Bulgarian	494	7	3	504	176	3	2	181	670	10	5	685
Brazilian	......	1	......	1	......	......	......	......	......	1	......	1
Chinese	11	......	......	11	......	......	......	......	11	......	......	11
Dutch	249	126	117	492	79	57	48	184	328	183	165	676
French	620	343	192	1,155	29	17	4	50	649	360	196	1,205
German, N.E.S.	619	314	340	1,273	182	137	102	421	801	451	442	1,694
Bavarian	2	......	......	2	......	......	......	......	2	......	......	2
English	25,849	16,296	11,210	53,355	1,774	1,324	798	3,896	27,623	17,620	12,008	57,251
Welsh	509	254	137	900	44	29	20	93	553	283	157	993
Scotch	9,633	6,776	3,763	20,172	593	419	297	1,309	10,226	7,195	4,060	21,481
Irish	2,335	1,696	611	4,642	199	165	80	444	2,534	1,861	691	5,086
West Indian	2	1	......	3	......	......	......	......	2	1	......	3
Jamaican	2	......	......	2	......	......	......	......	2	......	......	2
Greek	253	9	3	265	16	1	1	18	269	10	4	283
Hebrew, N.E.S.	120	108	126	354	26	27	13	66	146	135	139	420
" Russian	930	711	679	2,320	405	272	273	950	1,335	983	952	3,270
" Polish	10	13	9	32	......	......	......	......	10	13	9	32
" Austrian	71	55	42	168	8	5	4	17	79	60	46	185
" German	3	7	5	15	1	......	......	1	4	7	5	16
Italian	1,003	57	31	1,091	69	7	6	82	1,072	64	37	1,173
Japanese	1	......	......	1	1	......	......	1	2	......	......	2
Newfoundland	1	3	......	4	......	......	......	......	1	3	......	4
New Zealand	13	3	5	21	4	......	......	4	17	3	5	25
Portuguese	2	......	......	2	......	......	......	......	2	......	......	2
Polish, N.E.S.	123	50	26	199	97	23	23	143	220	73	49	342
" Austrian	416	159	141	716	86	58	29	173	502	217	170	889
" German	9	9	8	26	......	......	......	......	9	9	8	26
" Russian	354	52	54	460	247	109	75	431	601	161	129	891
Persian	4	2	4	10	......	......	......	......	4	2	4	10
Roumanian	144	55	62	261	20	18	11	49	164	73	73	310
Russian, N.E S.	1,552	657	867	3,076	810	356	280	1,446	2,362	1,013	1,147	4,522
Finnish	990	366	188	1,544	1,859	800	416	3,075	2,849	1,166	604	4,619
Doukhobors	8	7	26	41	......	......	......	......	8	7	26	41
Spanish	92	3	1	96	2	1	......	3	94	4	1	99
Swiss	84	33	8	125	8	11	2	21	92	44	10	146
Servian	18	4	5	27	12	1	......	13	30	5	5	40
Danish	169	49	31	249	267	138	103	508	436	187	134	757
Icelandic	97	71	58	226	5	1	......	6	102	72	58	232
Swedish	1,151	395	316	1,862	1,259	712	432	2,403	2,410	1,107	748	4,265
Norwegian	794	306	223	1,323	1,922	1,040	346	3,308	2,716	1,346	569	4,631
Turkish	108	1	3	112	51	6	5	62	159	7	8	174
Armenian	3	......	......	3	2	2	......	4	5	2	......	7
Egyptian	......	......	2	2	......	......	......	......	......	......	2	2

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Quebec, for the Fiscal Year ending March 31, 1911.—*Concluded.*

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Syrian	38	21	10	69	74	27	21	122	112	48	31	191
Arabian	2	......	......	2	4	......	......	4	6	......	......	6
U. S. A. Citizens	47	38	29	114	1,255	2,174	378	3,807	1,302	2,212	407	3,921
Hindoo	......	......	......	......	1	......	......	1	1	......	......	1
Total Immigration	55,171	30,684	20,766	106,621	12,199	8,186	3,913	24,298	67,370	38,870	24,679	130,919
Returned Canadian	9,493	5,798	2,481	17,772	......	......	......	......	9,493	5,798	2,481	17,772
Tourist	1,520	1,150	90	2,760	81	165	16	262	1,601	1,315	106	3,022
Totals	66,184	37,632	23,337	127,153	12,280	8,351	3,929	24,560	78,464	45,983	27,266	151,713

TABLEE III.

MONTHLY Arrivals of Immigrants for Canada, by Nationalities, at the Port of Quebec, for the Fiscal Year ending March 31, 1911.

—	A;ril.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Totals.
African, South	....	14	14	2	1	3	4	....	38
Australian	1	15	15	4	18	5	4	3	65
Austrian, N.E.S	7	2,659	963	185	140	164	174	80	4,372
Bohemian	....	10	1	5	9	28	19	4	76
Bukowinian	....	302	41	18	15	17	6	....	399
Croatian	....	4	4	4	1	14	4	....	31
Dalmatian	....	....	....	....	6	....	....	....	6
Galician	1	483	401	50	106	40	74	15	1,170
Hungarian, N.E.S	....	102	51	59	27	10	16	35	300
Magyar	....	....	24	6	2	8	12	2	54
Ruthenian	....	....	608	495	446	265	249	42	2,105
Slovak	....	....	7	4	....	1	8	....	20
Belgian	....	92	80	144	67	96	111	67	657
Bulgarian	....	3	66	39	37	74	177	108	504
Brazilian	....	....	....	....	....	1	....	....	1
Chinese	....	....	1	3	2	1	3	1	11
Dutch	18	148	93	71	46	75	35	6	492
French	1	314	167	135	154	160	162	62	1,155
German, N.E.S	....	231	198	176	122	108	362	76	1,273
Bavarian	....	1	....	....	1	....	....	....	2
English	1,921	13,780	8,962	8,019	6,145	6,256	5,964	2,308	53,355
Welsh	26	241	159	143	123	100	91	17	900
Scotch	1,313	5,334	4,570	2,267	2,242	1,616	2,070	760	20,172
Irish	186	1,300	775	516	567	556	555	187	4,642
West Indian	....	....	....	....	....	3	....	....	3
Jamaican	....	1	....	....	....	1	....	....	2
Greek	....	27	17	60	35	36	80	10	265
Hebrew, N.E.S	....	15	33	94	83	48	42	39	354
" Russian	1	125	438	468	334	432	379	143	2,320
" Polish	....	....	1	4	3	2	20	2	32
" Austrian	....	4	53	28	27	33	23	....	168
" German	....	....	5	7	....	1	2	....	15
Italian	....	485	176	146	99	72	57	56	1,091
Japanese	....	....	1	....	....	....	....	....	1
Newfoundland	....	....	....	2	....	1	1	....	4
New Zealand	....	2	6	4	2	2	3	2	21
Portuguese	....	....	....	....	....	1	....	1	2
Polish, N.E.S	....	21	23	75	29	13	27	11	199
" Austrian	....	42	299	69	110	62	77	57	716
" German	....	....	14	5	....	5	2	....	26
" Russian	....	5	115	62	105	70	90	13	460
Persian	....	10	....	....	....	....	....	....	10
Roumanian	6	46	55	12	33	29	49	31	261
Russian, N.E.S	21	821	970	223	305	329	255	152	3,076
Finnish	115	310	238	184	191	248	170	88	1,544
Doukhobors	....	....	41	....	....	....	....	....	41
Spanish	....	36	5	22	6	12	13	2	96
Swiss	....	24	28	17	18	20	12	6	125
Servian	....	....	15	....	2	5	3	2	27
Danish	6	74	45	33	48	22	16	5	249
Icelandic	21	18	36	26	97	21	7	....	226
Swedish	89	468	346	351	173	213	141	81	1,862
Norwegian	66	387	292	146	145	177	76	34	1,323
Turkish	....	10	23	4	15	18	10	37	112
Armenian	....	1	....	....	1	....	1	....	3
Egyptian	....	....	....	....	....	....	....	2	2
Syrian	....	6	5	14	16	13	6	9	69
Arabian	....	....	....	....	....	1	....	1	2
U. S. A. Citizens	10	12	23	11	16	18	15	9	114
Totals	3,809	27,983	20,503	14,412	12,170	11,501	11,677	4,566	106,621

TABLE IV.

MONTHLY Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of Quebec, for the Fiscal Year ending March 31, 1911.

—	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Totals.
Agriculturists	1,330	14,379	8,992	5,008	3,343	2,398	2,345	1,013	38,808
General labourers	415	3,072	2,567	2,076	2,037	2,084	2,203	1,049	15,503
Mechanics	1,066	5,316	3,834	3,777	3,449	2,435	2,435	1,095	23,407
Clerks	323	1,204	1,115	858	843	790	820	313	6,266
Miners	127	555	458	541	452	568	437	170	3,308
Female servants	261	2,240	2,196	1,242	1,228	1,276	1,440	480	10,363
Not classified	287	1,217	1,341	910	818	1,950	1,997	446	8,966
Totals	3,809	27,983	20,503	14,412	12,170	11,501	11,677	4,566	106,621
Maritime Provinces	23	269	246	218	199	175	172	70	1,372
Quebec	530	5,034	3,600	2,607	2,319	2,145	2,251	954	19,440
Ontario	1,414	9,948	6,906	5,436	4,595	4,431	4,553	1,667	38,950
Manitoba	597	5,042	3,797	2,119	1,823	1,503	1,351	563	16,795
Saskatchewan	289	2,608	2,046	1,265	850	772	843	331	9,004
Alberta	433	2,313	1,869	1,101	928	799	834	337	8,614
British Columbia	523	2,767	2,039	1,666	1,450	1,676	1,673	644	12,438
Yukon	....	2	....	....	6	....	....	....	8
Totals	3,809	27,983	20,503	14,412	12,170	11,501	11,677	4,566	106,621

TABLE

Nationality, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or Class.								
					Farmers and Farm Labourers.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	9	16	13	38	5	3	4	.....	.....	.....	.....	4	2
Australian	37	19	9	65	10	5	5	2	1	1	13	1	....
Austrian, N.E.S.	3,159	627	586	4,372	2,377	404	483	687	50	53	42	13	18
Bohemian	26	24	26	76	7	9	20	13	1	.....	3	2	2
Bukowinian	314	48	37	399	175	24	25	128	8	1	6	7	10
Croatian	27	4	.....	31	9	.....	.....	18	.....	.....	.....	.....	....
Dalmatian	2	2	2	6	2	1	2	.....	.....	.....	.....	.....	....
Galician	748	234	188	1,170	474	120	123	236	37	48	20	7	3
Hungarian, N.E.S.	115	89	96	300	91	61	77	20	6	5	2	6	7
Magyar	29	11	14	54	21	6	12	8	2	.....	.....	.....	....
Ruthenian	1,419	385	301	2,105	832	181	241	553	38	34	10	5	5
Slovak	18	1	1	20	11	.....	.....	2	.....	.....	.....	.....	....
Belgian	333	166	158	657	108	52	71	57	20	27	59	30	24
Bulgarian	494	7	3	504	88	1	2	395	5	1	4	.....	....
Brazilian	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	....
Chinese	11	.....	.....	11	1	.....	.....	5	.....	.....	1	.....	....
Dutch	249	126	117	492	149	54	70	23	8	9	45	23	24
French	620	343	192	1,155	381	135	109	41	3	.....	74	39	24
German, N.E.S.	619	314	340	1,273	327	148	231	80	29	47	119	23	29
Bavarian	2	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	....
English	25,849	16,296	11,210	53,355	11,039	3,255	3,534	3,647	1,567	1,576	6,990	3,509	3102
Welsh	509	254	137	900	217	36	40	58	20	21	104	44	31
Scotch	9,633	6,776	3,763	20,172	3,559	944	936	913	352	374	3,152	1,345	1308
Irish	2,335	1,696	611	4,642	1,181	199	196	254	88	75	401	200	137
West Indian	2	1	.....	3	.....	.....	.....	2	.....	.....	.....	.....	....
Jamaican	2	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	....
Greek	253	9	3	265	33	2	1	197	2	.....	10	1	....
Hebrew, N.E.S.	120	108	126	354	15	5	9	18	19	15	60	48	65
" Russian	930	711	679	2,320	73	22	26	163	75	87	490	378	371
" Polish	10	13	9	32	1	.....	.....	.....	.....	.....	5	4	9
" Austrian	71	55	42	168	18	5	10	18	6	12	25	21	5
" German	3	7	5	15	.....	.....	.....	1	1	1	1	3	4
Italian	1,003	57	31	1,091	179	6	5	747	26	20	43	4	2
Japanese	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	....
Newfoundland	1	3	.....	4	1	.....	.....	.....	.....	.....	.....	.....	....
New Zealand	13	3	5	21	7	.....	.....	.....	.....	.....	4	.....	....
Portuguese	2	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	....
Polish, N.E.S.	123	50	26	199	44	6	5	54	10	5	11	6	6
" Austrian	416	159	141	716	236	63	100	151	25	20	10	2	4
" German	9	9	8	26	6	2	6	.....	.....	.....	1	1	2
" Russian	354	52	54	460	140	14	25	162	11	10	16	6	8
Persian	4	2	4	10	1	1	4	2	.....	.....	1	.....	....
Roumanian	144	55	62	261	66	32	52	41	1	.....	21	8	5
Russian, N.E.S.	1,552	657	867	3,076	934	382	668	437	70	71	112	67	53
Finnish	990	366	188	1,544	292	63	69	479	52	45	53	24	33
Doukhobors	8	7	26	41	8	7	26	.....	.....	.....	.....	.....	....
Spanish	92	3	1	96	49	1	1	30	.....	.....	4	.....	....
Swiss	84	33	8	125	24	2	2	17	2	.....	24	4	....
Servian	18	4	5	27	.....	.....	.....	8	.....	.....	1	.....	....
Danish	169	49	31	249	112	21	20	21	2	2	20	4	6
Icelandic	97	71	58	226	51	21	37	13	3	1	25	6	9
Swedish	1,151	395	316	1,862	667	137	186	311	39	62	100	36	36
Norwegian	794	306	223	1,323	554	122	156	146	26	33	46	10	9
Turkish	108	1	3	112	35	.....	.....	64	.....	.....	3	1	3
Armenian	3	.....	.....	3	1	.....	.....	1	.....	.....	.....	.....	....
Egyptian	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	....
Syrian	38	21	10	69	15	3	1	8	1	.....	7	2	1
Arabian	2	.....	.....	2	1	.....	.....	.....	.....	.....	1	.....	....
U.S.A. Citizens	47	38	29	114	11	4	18	5	3	2	13	2	1
Totals	55,171	30,684	20,766	106,621	24,641	6,559	7,608	10,236	2,609	2,658	12,153	5,896	5358

V.

Canada, at the Port of Quebec, for the Fiscal Year ending March 31, 1911.

OCCUPATION.											DESTINATION.						
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
2	...	3	...	...	...	1	2	8	4	4	8	9	5	3	2	7	..
8	1	...	1	...	...	8	3	3	3	...	14	22	14	3	2	10	..
9	2	1	37	6	13	134	7	18	18	34	1,041	936	1,366	557	339	99	..
...	...	...	2	1	...	7	1	4	4	...	6	4	10	22	11	23	..
2	...	1	3	...	...	7	...	2	...	3	172	98	49	35	40	2	..
...	...	...	...	...	...	3	...	1	...	...	10	16	...	2	...	3	..
...	...	...	...	...	...	1	...	...	...	...	...	...	...	6	...	...	..
...	1	4	15	...	...	65	3	4	10	12	226	238	451	105	100	38	..
...	...	...	1	2	7	14	1	...	...	4	30	55	36	140	24	11	..
...	...	...	...	...	...	2	...	1	2	...	6	18	12	18	...	...	..
...	...	...	17	1	...	142	7	18	21	18	589	353	631	259	238	17	..
4	1	1	1	...	...	...	...	...	...	...	2	2	1	...	6	9	..
11	5	3	87	25	21	20	11	14	12	100	221	38	121	33	102	42	..
1	...	...	5	...	...	1	1	...	...	61	196	231	8	2	5	1	..
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	..
...	...	...	...	...	...	...	4	...	...	...	8	2	1	...	...	...	..
19	4	6	2	2	...	27	11	8	8	6	118	107	102	64	88	7	..
27	8	7	15	2	5	60	82	96	47	15	514	144	197	148	85	47	5
35	11	6	37	1	...	69	21	33	27	17	187	180	320	371	168	30	..
...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	1	...	..
1,758	1,067	651	913	243	300	4,988	1,502	1,667	2,047	487	8,716	23,046	6,608	3,789	3,949	6,758	2
41	13	17	61	3	4	91	28	47	24	6	168	260	148	57	114	147	..
976	419	234	535	133	246	3,003	498	580	665	365	2,899	7,096	3,239	1,210	1,772	3,591	..
277	132	46	45	10	20	883	177	184	137	38	771	1,958	916	204	331	424	..
...	...	...	...	...	...	1	...	...	...	2	...	1	...	...	...	...	..
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	..
8	2	2	1	1	...	...	4	1	...	3	79	176	...	...	...	7	..
10	4	9	1	...	...	12	16	20	28	3	170	115	46	3	9	8	..
94	67	77	...	1	...	49	110	119	118	47	860	848	469	51	32	13	..
...	...	...	...	...	...	3	4	6	4	...	12	18	1	...	...	1	..
5	3	4	...	...	...	12	5	8	7	...	88	36	25	15	4	...	..
...	...	...	...	...	...	2	1	1	...	...	6	6	2	1	...	...	..
5	3	...	14	2	...	6	15	10	4	17	779	212	19	7	15	42	..
...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	..
...	...	...	...	...	...	2	...	1	...	...	1	2	...	1	...	...	..
1	1	...	...	...	...	1	1	1	5	...	6	4	5	4	1	1	..
...	...	...	...	...	...	...	1	...	...	...	1	1	...	...	...	...	..
2	...	...	10	4	6	21	2	3	4	5	71	36	46	24	13	4	..
1	1	1	14	3	3	54	4	11	13	18	113	145	300	86	47	7	..
...	...	...	2	...	...	6	...	...	...	2	9	4	...	10	1	...	..
4	2	3	26	3	7	11	6	5	1	23	151	190	35	16	19	26	..
...	...	...	...	...	...	1	...	...	...	...	...	...	...	10	...	...	..
7	...	...	2	...	...	8	7	6	5	1	104	29	22	86	18	1	..
16	15	25	28	4	6	88	25	31	44	32	474	511	686	879	376	118	..
5	...	...	157	25	24	190	4	12	17	10	93	1,078	58	57	89	159	..
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	..
...	...	...	7	1	...	...	2	1	...	...	63	4	25	...	...	4	..
6	2	1	1	...	...	16	12	7	5	1	63	24	18	8	7	4	..
...	...	...	...	...	...	...	9	4	5	...	18	6	...	3	...	...	..
7	1	2	...	...	...	18	9	3	1	1	52	42	39	30	67	18	..
4	2	1	...	...	...	34	4	5	10	...	2	...	212	7	...	5	..
6	2	4	56	9	14	162	11	10	14	15	145	337	364	273	272	456	..
14	4	2	25	5	7	125	9	14	16	12	74	177	182	356	247	274	1
1	...	...	1	...	...	...	4	...	...	2	23	83	1	...	2	1	..
...	...	...	...	...	...	...	1	...	...	...	1	2	...	...	...	...	..
...	...	...	...	...	...	...	...	...	2	...	...	2	...	...	...	...	..
2	4	1	3	1	1	5	3	5	6	5	45	17	...	2	...	...	..
...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	..
5	4	...	6	3	2	9	7	13	6	3	32	30	5	5	16	23	..
3,373	1,781	1,112	2,131	491	686	10,363	2,637	2,985	3,344	1,372	19,440	38,950	16,795	9,004	8,614	12,438	8

PORT OF VANCOUVER.

For the fiscal year 1910-11, there arrived at the port of Vancouver 9,885 passengers, of whom 1,779 travelled saloon and 8,106 steerage. Of the saloon passengers, 1,326 were destined to Canada and 453 to the United States. Of the steerage passengers 6,573 were for Canada and 1,533 for the United States. Included in the steerage passengers for Canada were 1,601 returned Canadians and 2,193 tourists, leaving the immigration proper at 2,779 souls, an increase as compared with the preceding fiscal year at this port of 1,548 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Vancouver, for the Fiscal Year ending March 31, 1911.

	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	7	11	2	20	9	6	3	18	16	17	5	38
Austrian	1			1					1			1
Belgian	1			1					1			1
Chinese	12	5	6	23	4	1	5	10	16	6	11	33
Dutch	1			1					1			1
French	4			4					4			4
German	3			3	5	2		7	8	2		10
English	62	35	11	108	7	2		9	69	37	11	117
Scotch	10	10	4	24	3	1	1	5	13	11	5	29
Irish	2	2		4	1	1	1	3	3	3	1	7
Japanese	5	1	4	10	7		1	8	12	1	5	18
New Zealand	2	3	3	8	1	1		2	3	4	3	10
Russian	1			1					1			1
Swiss					1			1	1			1
Norwegian		1		1						1		1
U.S.A. Citizens	7	6	3	16	58	60	17	135	65	66	20	115
Canadian	64	71	19	154					64	71	19	154
Tourist	560	336	51	947	125	92	38	255	685	428	89	1,202
Totals	742	481	103	1,326	221	166	66	453	963	647	169	1,779

TABLE II.

Nationality and Sex of Steerage Passengers arriving at the Port of Vancouver, for the Fiscal Year ending March 31, 1911.

	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South					1			1	1			1
Australian	82	37	17	136	12	12	4	28	94	49	21	164
Austrian	6			6	2			2	8			8
Chinese	1,907	34	183	2,124	127	6	10	143	2,034	40	193	2,267
Dutch		1		1	1			1	1	1		2
French	1			1					1			1
German	14	6		20	7	2		9	21	8		29
English	129	50	24	203	10	9		19	139	59	24	222
Welsh	4			4					4			4
Scotch	65	12	6	83	7	2	3	12	72	14	9	95
Irish	42	5	4	51	8	5	3	16	50	10	7	67
Greek	6			6					6			6
Hebrew, N.E.S.	1			1					1			1
“ Russian						1		1		1		1
Italian	4			4	1			1	5			5
Japanese	7	8	3	18	3			3	10	8	3	21
New Zealand	37	15	20	72	5	1	2	8	42	16	22	80
Portuguese	1			1					1			1
Polish					1			1	1			1
Russian, N.E.S.	7	2		9	16			16	23	2		25
Finnish	1			1					1			1
Spanish	11			11					11			11
Swiss					1	1		2	1	1		2
Danish	2			2	2			2	4			4
Swedish	4			4	3			3	7			7
Norwegian	5			5					5			5
Turkish					1			1	1			1
U.S.A. Citizens	15	1		16	128	11	7	146	143	12	7	162
Total immigration	2,351	171	257	2,779	336	50	29	415	2,687	221	286	3,194
Returned Canadian	1,499	61	41	1,601					1,499	61	41	1,601
Tourist	1,925	127	141	2,193	999	69	50	1,118	2,924	196	191	3,311
Totals	5,775	359	439	6,573	1,335	119	79	1,533	7,110	478	518	8,106

TABLE III.

Monthly Arrivals of Immigrants for Canada, by Nationalities, at the Port of Vancouver, for the Fiscal Year ending March 31, 1911.

—	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Australian	9	9	44	13	8	14	5	6	6	4	12	6	136
Austrian	......	......	......	2	......	......	1	......	......	3	......	......	6
Chinese	122	155	374	146	288	231	225	42	150	111	120	160	2,124
Dutch	......	......	......	......	......	......	......	......	......	1	......	......	1
French	......	......	......	......	......	......	......	......	......	1	......	......	1
German	1	......	18	......	......	......	......	......	......	......	......	1	20
English	11	26	19	44	16	6	12	15	6	10	14	24	203
Welsh	......	......	1	1	......	1	......	......	......	1	......	......	4
Scotch	7	9	11	22	6	3	3	......	1	4	4	13	83
Irish	14	4	2	9	1	13	1	1	3	......	3	......	51
Greek	......	......	......	2	2	......	......	......	......	......	2	......	6
Hebrew	......	......	1	......	......	......	......	......	......	......	......	......	1
Italian	......	......	......	......	......	......	......	......	......	......	4	......	4
Japanese	......	1	4	......	......	12	......	......	1	......	......	......	18
New Zealand	6	15	19	2	1	1	4	3	6	......	11	4	72
Portuguese	......	1	......	......	......	......	......	......	......	......	......	......	1
Russian, N.E.S	1	......	2	......	......	......	......	......	......	6	......	......	9
Finnish	1	......	......	......	......	......	......	......	......	......	......	......	1
Spanish	......	......	3	......	......	......	......	8	......	......	......	......	11
Danish	......	......	1	......	......	1	......	......	......	......	......	......	2
Swedish	1	1	......	1	1	......	......	......	......	......	......	......	4
Norwegian	......	2	2	......	1	......	......	......	......	......	......	......	5
U.S.A. citizens	......	2	4	2	2	2	......	......	......	3	1	......	16
Totals	173	225	505	244	326	284	251	75	173	144	171	208	2,779

TABLE IV.

MONTHLY Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of Vancouver, for the Fiscal Year ending March 31, 1911.

—	Apr.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	14	24	68	21	13	6	1	2	2	3	......	27	181
General labourers	43	9	172	45	129	50	102	10	74	24	29	99	786
Mechanics	14	42	25	21	8	7	8	9	......	......	20	2	156
Clerks	70	124	140	108	104	147	89	43	70	67	102	64	1,128
Miners	2	1	7	10	2	......	2	2	2	4	......	1	33
Female servants	......	......	2	1	......	......	1	1	7	......	......	2	14
Not classified	30	25	91	38	70	74	48	8	18	46	20	13	481
Totals	173	225	505	244	326	284	251	75	173	144	171	208	2,779
Maritime Provinces	......	......	3	1	6	1	......	3	......	2	......	......	16
Quebec	7	11	11	7	16	19	17	1	13	7	8	17	134
Ontario	17	9	24	19	28	16	29	1	25	22	2	39	231
Manitoba	......	6	3	8	4	6	3	2	......	1	......	2	35
Saskatchewan	......	1	1	1	6	......	......	......	......	1	1	2	13
Alberta	6	13	17	8	3	3	1	1	......	1	14	1	68
British Columbia	143	185	446	200	263	239	201	67	135	110	146	147	2,282
Totals	173	225	505	244	326	284	251	75	173	144	171	208	2,779

TABLE

Nationality, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Australian	82	37	17	136	25	4	....	21	4	3	12	5	3
Austrian	6	....	....	6	....	....	....	3	....	....	....	....	....
Chinese	1,907	34	183	2,124	35	....	....	645	1	1	26	1	....
Dutch	....	1	....	1	....	....	....	....	....	....	....	....	....
French	1	....	....	1	....	....	....	....	....	....	....	....	....
German	14	6	....	20	7	1	....	1	....	....	3	....	....
English	129	50	24	203	35	11	10	24	2	4	32	10	6
Welsh	4	....	....	4	....	....	....	....	....	....	2	....	....
Scotch	65	12	6	83	16	1	1	16	2	4	18	2	....
Irish	42	5	4	51	11	2	3	17	....	....	6	1	1
Greek	6	....	....	6	....	....	....	4	....	....	2	....	....
Hebrew	1	....	....	1	....	....	....	....	....	....	1	....	....
Italian	4	....	....	4	....	....	....	4	....	....	....	....	....
Japanese	7	8	3	18	4	....	....	3	....	....	....	....	....
New Zealand	37	15	20	72	9	2	5	8	....	....	6	2	5
Portugese	1	....	....	1	....	....	....	1	....	....	....	....	....
Russian, N.E.S.	7	2	....	9	....	....	....	1	....	....	2	1	....
Finnish	1	....	....	1	....	....	....	....	....	....	1	....	....
Spanish	11	....	....	11	....	....	....	11	....	....	....	....	....
Danish	2	....	....	2	1	....	....	....	....	....	1	....	....
Swedish	4	....	....	4	....	....	....	2	....	....	....	....	....
Norwegian	5	....	....	5	1	....	....	2	....	....	2	....	....
U.S.A. Citizens	15	1	....	16	1	....	....	2	....	....	4	1	....
Totals	2,351	171	257	2,779	141	21	19	765	9	12	118	23	15

V.

Canada, at the Port of Vancouver, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
7	7	....	3	....	....	2	14	15	11	....	1	7	4	....	15	109	..
....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	2	4	..
1,033	9	24	....	....	....	1	168	22	158	16	131	206	24	5	17	1,725	..
....	....	....	....	....	....	....	....	1	....	....	....	1	....	....	....	....	..
....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	..
....	....	....	2	....	....	2	1	3	....	....	....	....	....	....	2	18	..
18	7	....	8	1	....	6	12	13	4	....	2	5	3	7	9	177	..
....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	4	..
1	....	....	9	..	....	2	5	5	1	....	....	6	2	....	9	66	..
4	....	....	3	....	....	....	1	2	....	....	....	2	2	....	4	43	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6	..
....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	..
1	2	....	....	....	....	....	3	6	3	....	....	....	....	....	....	18	..
9	2	....	1	....	....	1	4	8	10	....	....	3	....	1	8	60	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..
....	....	....	3	1	....	....	1	....	....	....	....	....	....	....	....	9	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	11	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	..
1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	4	..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	..
3	....	....	1	....	....	....	4	....	....	....	....	....	....	....	1	15	..
1,077	27	24	31	2	....	14	219	75	187	16	134	231	35	13	68	2,282	..

PORT OF VICTORIA.

For the fiscal year 1910-11, there arrived at the port of Victoria 7,340 passengers, of whom 445 travelled saloon and 6,895 steerage. Of the saloon passengers, 261 were destined to Canada and 184 to the United States. Of the steerage passengers, 6,360 were for Canada and 535 for the United States. Included in the steerage passengers for Canada were 2,634 returned Canadians and 40 tourists, leaving the immigration proper at 3,686 souls, an increase over the preceding fiscal year at this port of 2,039 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants for Canada, and Tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Victoria, for the Fiscal Year ending March 31, 1911.

—	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South			1	1							1	1
Australian	6	7	1	14	1	1	2	4	7	8	3	18
French						1		1		1		1
German	2	2		4	2			2	4	2		6
English	44	22	7	73	4	1	2	7	48	23	9	80
Scotch	5	2		7	1	1		2	6	3		9
Irish	2	2	1	5					2	2	1	5
Japanese	3	5	2	10					3	5	2	10
Newfoundland		1		1						1		1
New Zealand		1		1						1		1
Spanish	2	2		4					2	2		4
U.S.A. Citizens	5	4	5	14	47	50	15	112	52	54	20	126
Canadian	28	13	4	45					28	13	4	45
Tourist	52	25	5	82	40	16		56	92	41	5	138
Totals	149	86	26	261	95	70	19	184	244	156	45	445

TABLE II.

Nationality and Sex of Steerage Passengers arriving at the Port of Victoria, for the Fiscal Year ending March 31, 1911.

—	Canada.				United States.				Canada and United States			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	2		1	3	1	2	8	11	3	2	9	14
Australian	6	5	4	15	37	31	15	83	43	36	19	98
Austrian	2			2	13		1	14	15		1	16
Chinese	2,928	43	159	3,130	43		2	45	2,971	43	161	3,175
French					1			1	1			1
German	2	1	3	6	11	5	2	18	13	6	5	24
English	31	11	4	46	25	10	5	40	56	21	9	86
Welsh	1			1	1			1	2			2
Scotch	20	6		26	14	3		17	34	9		43
Irish	6	2	4	12	13	2		15	19	4	4	27
Jamaican	1			1					1			1
Greek	2			2	1			1	3			3
Italian	1			1	1			1	2			2
Japanese	162	209	47	418	2			2	164	209	47	420
New Zealand	2	3	1	6	5	7	8	20	7	10	9	26
Portuguese	1		1	2					1		1	2
Russian, N.E.S	2	2	2	6	13	5	4	22	15	7	6	28
Finnish	1			1					1			1
Servian					1			1	1			1
Danish					1			1	1			1
Icelandic					1			1	1			1
Swedish					6			6	6			6
Norwegian	2			2	3			3	5			5
U.S.A. Citizens	2	1	2	5	60	25	11	96	62	26	13	101
Hindoo	1			1					1			1
Total immigration	3,175	283	228	3,686	253	90	56	399	3,428	373	284	4,085
Returned Canadian	2,564	41	29	2,634					2,564	41	29	2,634
Tourist	23	11	6	40	86	37	13	136	109	48	19	176
Totals	5,762	335	263	6,360	339	127	69	535	6,101	462	332	6,895

TABLE III.

MONTHLY Arrivals of Immigrants for Canada, at the Port of Victoria, for the Fiscal Year ending March 31, 1911.

	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
Australian..	2	1	4	1	.....	1	2	2	.....	2	.....	.....	15
Austrian..........	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Chinese...........	309	253	354	228	319	447	213	171	220	252	100	264	3,130
German...........	.....	.....	.....	.....	.....	.....	2	.....	.....	4	.....	.....	6
English...........	1	10	5	11	1	1	1	.....	3	2	1	10	46
Welsh............	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Scotch...........	.....	5	4	.....	2	1	1	1	.....	2	1	9	26
Irish..............	.....	2	2	.....	.....	.....	.....	.....	.....	5	.....	3	12
Jamaican.........	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Greek............	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Italian...........	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Japanese..........	33	44	38	52	51	42	34	21	26	16	20	41	418
New Zealand......	1	.....	3	.....	.....	1	.....	1	.....	.....	.....	.....	6
Portuguese........	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Russian, N.E.S....	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	.....	6
Finnish...........	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Norwegian........	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
U. S. A. Citizens..	.....	.....	1	.....	.....	.....	3	.....	.....	.....	.....	1	5
Hindoo...........	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Totals.......	349	315	412	297	374	493	259	196	255	283	122	331	3,686

TABLE IV.

MONTHLY Arrivals of Immigrants for Canada, by Occupation and Destination, at the Port of Victoria, for the Fiscal Year ending March 31, 1911.

	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	48	7	9	13	6	2	5	1	5	8	5	32	141
General labourers	22	22	126	46	41	39	40	16	47	94	14	23	530
Mechanics	48	11	14	4	3	4	6	1			2		93
Clerks	190	249	191	193	269	378	155	160	158	122	88	226	2,379
Miners	1	1	1	3		1				5		2	14
Female servants			8		2	1	8	1				3	23
Not classed	40	25	63	38	53	68	45	17	45	54	13	45	506
Totals	349	315	412	297	374	493	259	196	255	283	122	331	3,686
Maritime Provinces													
Quebec		2					1	4	2	2			11
Ontario	2	2		2		2	2	2	5	22		2	41
Manitoba				1		1			4	3			9
Saskatchewan										1			1
Alberta			1		4	1				1		2	9
British Columbia	347	311	411	294	370	489	256	190	244	249	122	327	3,610
Yukon										5			5
Totals	349	315	412	297	374	493	259	196	255	283	122	331	3,686

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	2	......	1	3	......	......	......	......	......	......	......	......	......
Australian	6	5	4	15	1	1	......	1	......	......	1	1	......
Austrian	2	......	......	2	......	......	......	......	......	......	......	......	......
Chinese	2,928	43	159	3,130	80	......	1	420	......	2	62	......	......
German	2	1	3	6	......	......	......	......	......	......	1	1	......
English	31	11	4	46	6	......	......	3	......	......	9	1	3
Welsh	1	......	......	1	......	......	......	......	......	......	......	......	......
Scotch	20	6	......	26	1	1	......	3	......	......	4	......	......
Irish	6	2	4	12	1	......	4	1	......	......	......	......	......
Jamaican	1	......	......	1	......	......	......	1	......	......	......	......	......
Greek	2	......	......	2	......	......	......	......	......	......	1	......	......
Italian	1	......	......	1	1	......	......	......	......	......	......	......	......
Japanese	162	209	47	418	24	14	2	66	19	7	7	......	......
New Zealand	2	3	1	6	1	......	......	......	......	......	......	......	......
Portuguese	1	......	1	2	1	......	1	......	......	......	......	......	......
Russian, N.E.S.	2	2	2	6	......	......	......	1	1	2	......	......	......
Finnish	1	......	......	1	......	......	......	......	......	......	......	......	......
Norwegian	2	......	......	2	1	......	......	1	......	......	......	......	......
U. S. A. Citizens	2	1	2	5	......	......	......	1	......	......	......	......	2
Hindoo	1	......	......	1	......	......	......	1	......	......	......	......	......
Totals	3,175	283	228	3,686	117	16	8	499	20	11	85	3	5

V.

Canada, at the Port of Victoria, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
							2		1							3	
1			1			1	1	2	4		1					14	
							1									2	
2,251	26	75	1				114	17	81		9	35	8	1	8	3,069	
			1		3											2	4
1			5	1		3	7	6	1		1	1				43	1
			1													1	
1			1				10	5								26	
1	1						3	1								12	
																1	
1												2					
													1				
17	2	1				19	48	155	37			3			1	414	
							1	3	1							6	
																2	
							1	1								6	
							1									1	
																2	
							1	1								5	
																1	
2,274	29	76	10	1	3	23	190	191	125		11	41	9	1	9	3,610	5

UNITED STATES PORTS.

For the fiscal year 1910-11, there arrived in Canada, via ports in the United States, 20.636 passengers, of whom 1.181 travelled saloon and 19,455 steerage. Included in the steerage passengers were 1,585 returned Canadians and 140 tourists, leaving the immigration proper at 17.730 souls, an increase as compared with the preceding fiscal year of 2.613 persons.

Table I deals with the total arrivals of saloon passengers; Table II with the total arrivals of steerage passengers; Table III with the monthly arrivals of immigrants, and Tables IV and V give summaries of the information obtained from immigrants upon arrival.

TABLE I.

Nationality and Sex of Saloon Passengers for Canada, arriving at Ports in the United States for the Fiscal Year ending March 31, 1911.

—	Canada.			
	Males.	Females.	Children.	Totals.
African, South	1	....	....	1
Austrian	2	1	....	3
Hungarian, N.E.S	1	....	....	1
Magyar	1	....	....	1
Belgian	4	2	1	7
Brazilian	1	....	....	1
Dutch	3	1	....	4
French	52	35	7	94
German	27	12	2	41
English	92	26	1	119
Welsh	2	....	....	2
Scotch	24	15	1	40
Irish	6	3	....	9
Greek	1	....	....	1
Hebrew, N.E.S	2	....	....	2
" Russian	6	4	4	14
Italian	29	6	4	39
Russian, N.E.S	4	3	1	8
Finnish	1	....	....	1
Spanish	1	....	....	1
Swiss	4	....	....	4
Danish	2	3	....	5
Swedish	1	1	....	2
Norwegian	....	1	....	1
U.S.A Citizens	9	5	1	15
Tourist	124	29	5	158
Canadian	376	195	36	607
Totals	776	342	63	1,181

TABLE II.

NATIONALITY and Sex of Steerage Passengers for Canada, via Ports in the United States, for the Fiscal Year ending March 31, 1911.

	Canada.			
	Males.	Females.	Children.	Totals.
African, South	6	1	....	7
Australian	8	3	....	11
Austrian, N.E.S	583	78	54	715
Bohemian	11	6	....	17
Croatian	59	5	3	67
Dalmatian	16	1	....	17
Galician	19	2	1	22
Hungarian, N.E.S	99	53	50	202
Magyar	25	17	15	57
Ruthenian	290	48	50	388
Slovak	60	17	16	93
Belgian	186	52	44	282
Bulgarian	171	2	....	173
Brazilian	1	1	8	10
Dutch	67	33	31	131
French	183	92	35	310
German	294	164	137	595
English	2,093	876	379	3,348
Welsh	81	28	11	120
Scotch	458	307	58	823
Irish	244	127	24	395
West Indian	34	55	3	92
Jamaican	7	17	....	24
Greek	332	19	17	368
Hebrew, N.E.S	15	10	7	32
" Russian	160	153	137	450
" Austrian	14	9	4	27
" German	1	....	....	1
Italian	5,312	571	354	6,237
New Zealand	3	....	....	3
Portuguese	1	3	....	4
Polish, Austrian	106	22	15	143
" German	14	1	1	16
" Russian	53	13	8	74
Persian	3	....	....	3
Roumanian	50	19	19	88
Russian, N.E.S	671	187	304	1,162
Finnish	88	13	6	107
Spanish	39	4	4	47
Swiss	40	14	17	71
Servian	9	....	....	9
Danish	52	18	6	76
Icelandic	1	....	....	1
Swedish	314	70	41	425
Norwegian	115	38	30	183
Turkish	218	11	10	239
Syrian	10	5	5	20
U.S.A. Citizens	9	10	15	34
Hindoo	3	....	1	4
Negro	2	5	....	7
Total immigration	12,630	3,180	1,920	17,730
Returned Canadian	1,199	264	122	1,585
Tourist	98	36	6	140
Totals	13,927	3,480	2,048	19,455

TABLE III.

Monthly Arrivals of Immigrants for Canada by Nationalities, via Ports in the United States, for the Fiscal Year ending March 31, 1911.

—	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec.	Jan.	Feb.	Mar.	Totals.
African, South	2				1	1				1		2	7
Australian	1	3			2	3			1			1	11
Austrian, N.E.S.	419	24	29	65	31	60	3	47	1	3	8	25	715
Bohemian	5	3	5				2			1		1	17
Croatian	26	11	16				1		1		5	7	67
Dalmatian	1	5	4				2			1		4	17
Galician								6				16	22
Hungarian, N.E.S.	35	2	2	31	18	30	12	47	13	5	5	2	202
Magyar	10	14	8				6		6	1	6	6	57
Ruthenian	209	54	17				41		4	4	2	57	388
Slovak	21	29	6				7		5		1	24	93
Belgian	72	56	12	3	7	13	8	8	7	7	26	63	282
Bulgarian	92	9	5	3	3	12		14	8	5	15	7	173
Brazilian	9									1			10
Dutch	40	27	12	6	6	8	3	2	4	3	4	16	131
French	66	11	23	15	43	34	2	13	21	16	14	52	310
German	104	74	27	36	40	44	39	15	23	21	81	91	595
English	997	253	78	71	98	52	34	61	119	135	303	1,147	3,348
Welsh	13	16	6	8	3		1	6	5	5	2	55	120
Scotch	212	76	31	20	24	14	14	19	56	69	90	198	823
Irish	103	53	14	10	20	11	20	5	17	12	46	84	395
West Indian	1	7	6	3	15	32	10	6	2	1	8	1	92
Jamaican	4	8	2	2	4							4	24
Greek	89	28	35	27	49	23	45	25	21	4	5	17	368
Hebrew, N.E.S.	2	10	2		5			1	7	1		4	32
" Russian	92	7	32	22	35	31	20	29	62	65	29	26	450
" Austrian	8	2	3					5	3	2		4	27
" German								1					1
Italian	1,909	1,312	484	179	273	276	182	176	222	94	170	960	6,237
New Zealand		1			1	1							3
Portuguese						2		2					4
Polish, Austrian	58	28	10		2		6	11	5	6	6	11	143
" German	7	2	1								6		16
" Russian	25	22	5		3	4	5	2	3	1	1	3	74
Persian										3			3
Roumanian	7	21	2		2	1		10	4	1	18	22	88
Russian, N.E.S.	540	124	81	31	15	47	25	65	49	27	54	104	1,162
Finnish	13	49	12		4		1	7	1	2	8	10	107
Spanish	4	3	22		7	5					1	5	47
Swiss	25	12	6	1	6	8	1	3	4		2	3	71
Servian	4	1	4										9
Danish	20	11	11	7	1	1	1	3	3		3	15	6
Icelandic	1												1
Swedish	83	110	46	13	21	12	16	26	9	7	34	48	425
Norwegian	65	41	5	15	8	2	2	2	4	6	8	25	183
Turkish	41	24	76	36	30	5	2	12	7	1	5		239
Syrian	1		6		2	2		4	2	2		1	20
U.S.A. Citizens	1	1		1	9	4	1	2	3		3	9	34
Hindoo		4											4
Negro			7										7
Totals	5,437	2,548	1,153	605	788	738	512	635	702	513	969	3,130	17,730

TABLE IV.

MONTHLY Arrivals of Immigrants for Canada, by Occupation and Destination, via Ports in the United States, for the Fiscal Year ending March 31, 1911.

—	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists......	2,487	1,253	467	207	206	270	191	212	89	70	316	1,289	7,057
General labourers..	1,546	687	330	205	278	152	123	215	250	111	176	827	4,900
Mechanics..	554	212	144	70	77	96	54	40	30	9	46	134	1,466
Clerks............	151	94	37	29	46	23	25	16	27	34	40	90	612
Miners............	73	26	13	7	16	5	16	9	6	3	11	65	250
Female servants...	248	89	39	24	32	35	36	31	101	78	106	152	971
Not classified......	378	187	123	63	133	157	67	112	199	208	274	573	2,471
Totals.......	5,437	2,548	1,153	605	788	738	512	635	702	513	969	3,130	17,730
MaritimeProvinces	175	26	20	20	19	7	17	11	4	11	2	24	336
Quebec............	1,455	413	257	110	216	170	86	184	209	142	209	564	4,045
Ontario............	1,954	1,227	555	316	383	364	218	220	302	205	340	1207	7,291
Manitoba..........	740	245	74	42	28	36	36	50	49	52	125	374	1,851
Saskatchewan.....	386	116	62	19	20	28	38	48	38	19	66	206	1,046
Alberta...........	352	184	109	37	39	39	44	46	27	11	70	226	1,184
British Columbia..	375	307	76	61	83	94	73	76	73	73	154	528	1,973
Yukon....	......	......	....	......	......	......	......	......	......	......	3	1	4
Totals.......	5,437	2,548	1,153	605	788	738	512	635	702	513	969	3,130	17,730

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals for

—	Sex.				Trade or								
					Farmers and Farm Labourers. Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	6	1		7	2			1					
Australian	8	3		11	2			3					
Austrian, N.E.S.	583	78	54	715	502	30	30	48	7	6	21	5	9
Bohemian	11	6		17	2						6	2	
Croatian	59	5	3	67	35			24					
Dalmatian	16	1		17	15	1		1					
Galician	19	2	1	22	8			11		1			
Hungarian, N.E.S.	99	53	50	202	67	18	24	26	12	12	3	1	1
Magyar	25	17	15	57	9	1		16	4	5			
Ruthenian	290	48	50	388	248	21	27	38	2	5	4		
Slovak	60	17	16	93	47			12					
Belgian	186	52	44	282	94	13	7	40	7	7	23	8	8
Bulgarian	171	2		173	80			85			3		
Brazilian	1	1	8	10				1	1	7			
Dutch	67	33	31	131	33	9	16	6			11	4	2
French	183	92	35	310	40	10	10	27	5	4	8	1	3
German	294	164	137	595	115	55	52	30	3	11	44	13	33
English	2,093	876	379	3,348	815	172	166	245	22	20	360	88	40
Welsh	81	28	11	120	37	3	5	11	2	1	13	4	1
Scotch	458	307	58	823	70	13	11	66	10	9	134	16	4
Irish	244	127	24	395	56	8	7	49	4	6	31	7	
West Indian	34	55	3	92	3		1	4	2		4	3	
Jamaican	7	17		24	2	1		1			2	1	
Greek	332	19	17	368	85	2	2	227	8	8	12	3	2
Hebrew, N.E.S.	15	10	7	32	1	2	1		1		3	2	
" Russian	160	153	137	450	24	10	17	30	27	20	56	39	20
" Austrian	14	9	4	27	3	2	1	1	1	1	1	1	
" German	1			1									
Italian	5,312	571	354	6,237	2,391	119	101	2,509	186	137	191	33	7
New Zealand	3			3							2		
Portuguese	1	3		4									
Polish, Austrian	106	22	15	143	68	5	9	30			6	1	
" German	14	1	1	16	3			1			3	1	1
" Russian	53	13	8	74	31	3	5	14			5		2
Persian	3			3	3								
Roumanian	50	19	19	88	26	11	17	12	2	2	4		
Russian, N.E.S.	671	187	304	1,162	440	101	230	165	16	32	36	15	12
Finnish	88	13	6	107	18	1	5	67	1		2		
Spanish	39	4	4	47	30			4			2		
Swiss	40	14	17	71	19	6	7	7	1	2	8	2	5
Servian	9			9	5			3					
Danish	52	18	6	76	27	3	3	9	1		9	3	2
Icelandic	1			1							1		
Swedish	314	70	41	425	93	8	15	176	11	12	27	4	4
Norwegian	115	38	30	183	40	5	17	49	6	10	7		
Turkish	218	11	10	239	28	2	2	177	3	4	4		
Syrian	10	5	5	20	1	1		2	1	1	3		
U.S.A. Citizens	9	10	15	34	5	5	5	1			1		
Hindoo	3		1	4									
Negro	2	5		7				1	1		1	2	
Totals	12,630	3,180	1,920	17,730	5,623	641	793	4,230	347	323	1,051	259	156

V.

Canada, via Ports in the United States, for the Fiscal Year ending March 31, 1911.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
1	....	....	1	....	....	1	1	....	....	....	1	1	1	....	1	3	..
....	....	....	....	....	....	....	3	3	....	....	1	3	3	1	1	2	..
6	....	....	1	1	....	26	5	9	9	6	231	212	134	49	63	20	..
....	....	....	2	1	....	3	1	....	....	3	1	3	4	2	4	....	..
....	....	....	....	....	....	1	....	4	3	....	13	36	5	1	5	7	..
....	....	....	....	....	....	....	....	....	....	....	4	13	....	....	....	....	..
....	....	....	....	....	....	2	....	....	....	....	6	10	2	2	1	1	..
....	....	....	....	....	....	10	3	12	13	....	3	89	45	28	22	15	..
....	....	....	....	....	....	3	....	9	10	5	....	25	8	8	4	7	..
....	....	....	....	....	....	16	....	9	18	1	132	84	79	40	45	7	..
....	....	....	....	....	....	5	1	12	16	....	1	45	....	11	7	29	..
6	....	....	4	2	5	8	19	14	17	....	50	39	128	12	34	19	..
....	....	....	1	....	....	....	2	2	....	3	32	135	....	1	....	2	..
....	....	....	....	....	....	....	....	....	1	....	....	1	9	....	....	....	..
7	....	....	....	....	....	6	10	14	13	2	7	52	15	14	39	2	..
21	2	....	6	1	2	8	81	65	16	2	153	46	44	22	36	7	..
41	10	9	7	5	7	28	57	50	25	2	43	153	152	95	95	55	..
195	39	19	37	5	9	285	441	265	125	171	600	1,288	353	275	254	406	1
5	1	....	....	....	....	7	15	11	4	2	10	48	16	13	20	11	..
62	8	1	11	....	....	190	115	70	33	9	239	296	94	30	51	103	1
60	16	2	6	....	....	64	42	28	9	....	75	195	54	4	30	37	..
3	1	....	....	....	....	42	20	7	2	5	29	58	....	....	....	....	..
1	....	....	....	....	....	10	1	5	....	....	3	20	....	....	1	....	..
4	....	....	1	1	....	3	3	2	5	....	166	155	9	....	....	38	..
4	....	....	....	....	....	....	7	5	6	....	11	12	4	....	5	....	..
16	2	2	....	....	....	12	34	63	78	....	92	231	108	4	4	11	..
2	2	1	....	....	....	2	7	1	1	....	13	12	1	1	....	....	..
....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	..
12	2	1	106	4	3	103	103	124	105	74	1,744	3,169	128	8	170	944	..
....	....	....	....	....	....	....	1	....	....	....	....	2	....	....	1	....	..
....	....	....	....	....	....	....	1	3	....	....	4	....	....	....	....	....	..
....	....	....	....	....	....	13	2	3	6	11	29	42	35	5	17	4	..
....	....	....	1	....	....	....	6	....	....	....	....	12	1	3	....	....	..
....	....	....	1	....	....	7	2	3	1	1	28	36	7	....	1	1	..
....	....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	....	..
2	....	....	....	....	....	1	6	5	....	....	30	8	4	41	....	5	..
10	....	....	9	1	2	37	11	17	28	5	136	327	270	248	135	41	..
1	....	....	....	....	....	10	....	1	1	....	3	74	2	2	15	11	..
2	1	1	....	....	....	2	1	1	3	2	26	11	8	....	....	....	..
3	....	....	....	....	....	3	3	2	3	....	26	13	10	1	10	11	..
....	....	....	....	....	....	....	1	....	....	....	1	7	....	....	1	....	..
2	....	....	....	....	....	7	5	4	1	1	12	18	13	5	23	4	..
....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	..
4	1	....	2	1	....	35	12	10	10	12	38	79	71	57	63	105	..
9	....	....	2	1	....	17	8	9	3	5	4	20	24	61	26	41	2
4	1	2	....	....	....	....	5	5	2	3	36	188	4	2	....	6	..
3	1	....	....	....	....	1	1	1	4	8	2	6	....	....	....	4	..
....	....	....	1	....	....	1	1	4	10	3	6	7	5	....	....	13	..
1	....	....	....	....	....	....	2	....	1	....	2	2	....	....	....	....	..
....	....	....	....	....	....	2	....	....	....	....	2	5	....	....	....	....	..
487	87	38	199	23	28	971	1,040	852	582	336	4,045	7,291	1,851	1,046	1,184	1,973	4

DEPORTATIONS, after having been admitted, by causes, from December, 1902, to March 31, 1911.

Causes.	Fiscal Year.									Totals.
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7. (9 mos.)	1907-8.	1908-9.	1909-10.	1910-11.	
Abscess					2	1	2	2	2	9
Accompanying patients	4	3	1	4	35	26	21		18	112
Alcoholism					2	2	27		9	40
Anaemia							1			1
Arteritis Cerebral									1	1
Asthma		1							2	3
Bad character							7	9		16
Blindness				1		2	3			6
Cataract						1	1			2
Defective sight		1	1	6	4	5	11			28
Trachoma			2			1	1	2	8	14
Bright's disease						2	3			5
Bronchitis		1	1			3	1			6
Cancer				1			2		1	4
Catarrh									1	1
Chronic dysentery	1	2	1	1	1					6
Criminality		1	8	1	12	68	115	130	172	507
Crippled		4	4	8	4	4	11			35
Curvature of spine						3	1			4
Cystitis	1	1		1	2	1	1	1		8
Deafness						2	4			6
Diabetes					1		2			3
Dislocations	2					1				3
Drug habit						1				1
Eczema							1	6		7
Epilepsy	6	4	2	6	6	15	22	8	10	79
Fistula						1	1			2
General debility	7	8	7	18		60	97	27	1	225
Haemoptysis	1	1								2
Heart disease	2	1	3	7	3	5	13	4	3	41
Hernia			2	3			8		2	15
Hemorrhoids	1									1
Insomnia		1				1		1		3
Injured						7	6	1		14
Idiocy	1		4					2		7
Imbecility		1	1	1	2	2	35	1		43
Insanity	1	5	5	12	53	110	113	95	121	515
Mental weakness	7	7	1	17	20	43	1	9	17	122
Malaria						1		2		3
Muscular atrophy				1				2		3
Neurasthenia	1		1						1	3
Nostalgia									1	1
Paralysis		3	1	7		5	5	3	2	26
Pleurisy	1	1								2
Poisoning (lead)					1					1
Potts disease							2			2
Pregnancy						1		3	2	6
Prostitution		1		2		8	8	6	10	35
Public charge	12	19	19	18	28	309	1,074	348	289	2,116
Rheumatism	8	7	6	11	10	29	15	8	2	96
Senility						8	10	3	1	22
Tuberculosis	7	8	13	6	13	67	54	30	33	231
Vagrancy				2		21	56	29	61	169
Varicose veins	1	1		3	2	5	6			18
Venereal disease		1	1			4	4	2	2	14
Violation of Immigration Act									12	12
Not given	3	2	2				3			10
Totals	67	85	86	137	201	825	1,748	734	784	4,667

Deportations, by Nationalities, from December, 1902, to March 31, 1911.

Nationalities.	Fiscal Year.									Totals.
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7. (9 mos.)	1907-8.	1908-9.	1909-10.	1910-11.	
African, South							1			1
Australian						1	1	4	1	7
Austrian, N.E.S.		1				4	17	4	10	36
Bohemian							3	1		4
Bukowinian			1			5	4		3	13
Galician	1		1	4	4	15	16	11	10	62
Hungarian, N.E.S				1	1	3	1			6
Ruthenian							1	6	5	12
Slovak									1	1
Belgian				1	2		2	8	6	19
Bulgarian						65	74			139
Chinese			1		1	1	1	1	2	7
Dutch						10	12	3	2	27
French			1	1	3	4	18	11	12	50
German		1			1	8	7	17	10	44
English	43	50	55	98	114	513	1,081	355	340	2,649
Welsh		1		3	2	2	1	5	3	17
Scotch	7	6	7	8	26	61	119	89	90	413
Irish		1	2	3	10	31	34	37	23	141
West Indian							3	1	6	10
Jamaican				1			1			2
Greek							32	2	11	45
Hebrew, N.E.S.			1	8	2	2	32	2	3	50
" Russian				1	2	6	11	1	5	26
" Polish						1		1		2
" Austrian							2		1	3
Italian	1	4	1		1	13	13	15	13	61
Japanese							4	1	1	6
Newfoundland								8		8
Polish, N.E.S.				1	1	8		2	3	15
" German								1		1
" Russian						1	3	1	1	6
" Austrian									1	1
Roumanian	1	1				2	42	3	2	51
Russian, N.E.S.					1	9	49	5	5	69
Finnish		4	1			2	3	4	4	18
Spamish							1			1
Swiss							2	2	1	5
Servian									7	7
Danish		2	2	2	1	6	4	2	3	22
Icelandic	3			1				1		5
Swedish	3	1	2	1	4	9	7	6	8	41
Norwegian	8	2	1	1	1	4	2	3	12	34
Turkish							20			20
Syrian						1	1	1	7	10
U.S.A. Citizens				2	8	37	98	119	169	433
Negro						1	1			2
Hindoo							24	1	1	26
Not classed		11	10		16				2	39
Totals	67	85	86	137	201	825	1,748	734	784	4,667

N.E.S.—Not elsewhere specified.

DEPORTATIONS by Provinces, from December, 1902, to March 31, 1911.

Provinces from which deports were sent.	Fiscal Year.									Totals.
	1902–3.	1903–4.	1904–5.	1905–6.	1906–7. (9 mos.)	1907–8.	1908–9.	1909–10.	1910–11.	
Maritime Prov...	....	2	....	3	5	12	19	24	25	90
Quebec...........	18	16	8	27	37	131	684	97	165	1,183
Ontario..........	3	3	2	19	67	343	907	378	349	2,071
Manitoba.........	44	64	55	88	84	233	48	97	121	1,054
Saskatchewan.....					1	2	27	19	23	
Alberta..........					4	12	14	63	55	
British Columbia.	....	....	....	....	....	56	49	56	46	207
Not given........	2	....	21	....	3	36	....	....	....	62
Totals......	67	85	86	137	201	825	1748	734	784	4,667

The following is a statement showing Immigration Literature, &c., ordered during the fiscal year:—

	Copies.
'Last Best West,' English	571,675
“ French	30,000
“ Danish	10,000
“ Norwegian	25,000
“ Swedish	25,000
“ German	25,000
Atlas of Canada, English	100,000
“ French	270,125
“ Swedish	5,200
“ Norwegian	5,150
“ Flemish	10,250
“ Dutch	5,250
“ Finnish	5,100
“ German	10,250
British Columbia, Canada Land of Promise	10,000
Immigration Act, English	25,000
“ French	5,000
Prince Edward Island Pamphlet	10,000
White Labour in British Columbia	10,000
Land Regulations in Canada	100,000
Nova Scotia Pamphlet	120,000
Immigration Facts and Figures	10,000
The Country Called Canada, English	100,000
“ “ French	10,000
New Brunswick Pamphlet	20,000
Calendar, Prosperity and Happiness in Western Canada	50,000
School Teachers' Trip to Canada	50,000
Canada's Farthest South	20,000
Canada Wants Domestic Servants	100,000
An Agricultural Tour in Canada	125,000
The First Half Century of Ottawa	200
Swedish Pamphlet	1,000
French Leaflet	25,000
Five Thousand Facts About Canada	500
Opportunities in Canada	10,000
L'Alberta Region Centrale	5,000
The Heart of Canada Orchard and Dairy Region	15,000
Classes Canada Calls For	50,000
Prosperity Follows Settlement	50,000
Le Canada Agricole	10,000
Land Regulation Pamphlet	50,000

NEWSPAPERS.

Alberta *Herald,* German	26,000
“ “ “ Special Crop Edition	10,000
Bassano *News*	4,000
British News of Canada	52,000
Canada Posten, Swedish	26,000
“ “ “ Special	5,000

Canada Life and Resources	700
Canada, Swedish	24,000
Canada, Hungarian	9,000
Canada Gazette	26,000
Canada, London, England	2,000
The Danebrog, Danish	12,000
" " " Special	500
Der Deutsch Courier	5,000
Der Nordwesten, German	26,000
" " Special	10,000
Logberg, Icelandic	52,000
Le Nouvelliste, French	12,000
Noronnia, Norwegian	26,000
Saskatchewan Courier, German	19,760
" " " Special Edition	5,000
Lethbridge *Herald*	700
Saskatoon *Phœnix*	14,650
Scottish Canadian	750

MAPS.

Dominion of Canada (small)	18,500
" " School Map	5,000

There were 336,274 pieces of mail received and attended to in my office during the year, as against 220,865 pieces in 1909-10, an increase of 115,409, or 52 per cent.

Your obedient servant,

W. D. SCOTT,

Superintendent of Immigration.

No. 1.

OPERATIONS IN EUROPE.

REPORT OF THE HIGH COMMISSIONER.

17 Victoria Street, London, S.W.,
April 12, 1911.

The Honourable
The Minister of the Interior,
Ottawa.

Sir,—I have the honour to transmit the annual reports of the emigration agents of your department in Europe for the year ended March 31, 1911. These gentlemen are as follows:—

Mr. J. Obed Smith, Assistant Superintendent of Emigration, 11-12 Charing Cross, London, S.W.

Mr. Alfred F. Jury, Old Castle Buildings, Preeson's Row, Liverpool.
Mr. G. H. Mitchell, 139 Corporation Street, Birmingham.
Mr. L. Burnett, 16 Parliament Street, York.
Mr. Andrew O'Kelly, 81 Queen Street, Exeter.
Mr. John McLennan, 26 Guild Street, Aberdeen.
Mr. Malcolm McIntyre, 35-37 St. Enoch Square, Glasgow.
Mr. Edward O'Kelly, 44 Dawson Street, Dublin.
Mr. John Webster, 17-19 Victoria Street, Belfast.
Mr. D. Treau de Cœli, 23 Place de la Gare, Antwerp.

Of the above, Mr. Andrew O'Kelly is temporarily looking after the work of the Exeter agency, having been sent there to take charge of the office on the resignation of the late agent, Mr. Alexander McOwan, who relinquished his position in February last. Your department has since appointed Mr. W. B. Cumming to succeed Mr. McOwan in the Exeter agency.

For some years past it has been the practice to send to this country each year men who have emigrated to Canada from various parts of the United Kingdom and have achieved success as farmers in Canada, for the purpose of visiting those portions of the Old Country with which they were formerly identified, with a view to arousing interest in the opportunities to be obtained in the Dominion. The following is a list of the delegates sent over during the season under review:—

Mr. George A. Aylesworth, of Newburgh, Ont.
Mr. C. Aime, of Emerson, Man.
The Rev. T. Bourke, of Kingston.
Mr. J. G. Butterfield, of Forester, Sask.
Mr. G. Binnie, of Bunessan, Ont.
Mr. E. W. Brewster, of Lennoxville.
Mr. J. Brunskill, of Pense, Sask.
Mr. G. A. Craigie, of St. John, N.B.
Mr. George E. Clubb, of Morris, Man.
Mr. H. H. Collins, of Vermilion, Alta.
Mr. R. Chamberlain, of Toronto.
Mr. Jos. Dothwaite, of Eagle Hill, Alta.
Mr. F. Frederiskson, of Winnipeg.
Mr. J. Graham.
Mr. G. Gordon, of Oak Lake, Man.
Mr. S. R. Horsford, of W. End House, Brandon.
Mr. C. E. Johnson, of Fillmore, Sask.
Mr. J. E. Kringen, of Viking, Alta.
Mr. W. R. Little.
Mr. P. Lyall, of N. Portal, Sask.
Mr. P. H. McKenzie, of Lucknow, Ont.
Mr. H. McKerracher, of Paisley, Ont.
Mr. D. McLeod, of Montreal.
Mr. A. D. McLeod, of Stornoway, Sask.
Mr. G. Mercier, of Dumas, Sask.
Mr. J. J. McHugh, of Alberta.
Mr. M. Peace, of Wadena, Sask.
Mr. J. Riddell, of Winnipeg.
Mr. P. Ramsay, of Headlands, Sask.
Mr. H. Sampson, of Brandon.
Mr. B. P. Saloway, of Halcyonia, Sask.
Mr. G. J. Stephenson, of Paynton, Sask.
Mr. H. Snarr, of Morris, Man.

Mr. Peter Sutcliffe.
Mr. J. Williams, of Melita, Man.
Mr. R. Willoughby, of Woodglen, Alta.
Mr. F. W. Wright, of Astwood, Sask.
Mr. H. Yake, of Moosejaw.

The official measures which were adopted in 1909, with the object of restricting emigration to such classes and persons as are desirable, have remained in force. That these regulations have been successful in the direction of attaining the objects in view, is evidenced by the very small percentage of emigrants from the British Isles who were refused landing in Canada during the past fiscal year.

It is further satisfactory to note that the deportations which took place under the Immigration Act, during the same period, were greatly reduced in number, as compared with previous years.

It is also a favourable sign that it has been found possible to relax the landing conditions in some respects as originally framed; this applies to the approval which has been given to the emigration, during the coming season as during last, of the wives and children of men already in Canada, who are engaged there in other than farm work, in cases where financial assistance is required to meet the cost of their passages, provided that the men are able to receive and provide for their families.

It is gratifying also that the conditions permit of the extension, during the period between April 1 and July 31, of this year, of the policy by which British emigrants, irrespective of their employment, are allowed to enter Canada without the necessary funds to comply with the money qualification, providing they are in other respects desirable, are going to be assured permanent employment, and have the means of reaching their destination.

The present prospects point to a great movement during the season now opened, and there is good ground for hoping that a large number of suitable emigrants will continue to flow into Canada.

I have the honour to be, sir,

Your obedient servant,

STRATHCONA.

No. 2.

REPORT OF J. OBED SMITH.

11 and 12 Charing Cross, London, S.W., April 1, 1911.

The Right Honourable Lord Strathcona and Mount Royal,
High Commissioner for Canada.

My Lord,—I have attached hereto the individual reports to myself from the various emigration agents of this branch, covering their operations for the fiscal year ending March 31, 1911, and beg to submit the following as my report of the Emigration Branch of the Department of the Interior, controlling the agencies in the United Kingdom and in Antwerp for the said fiscal year.

Although one or two of the leases of the premises occupied by our branches in the British Isles have run out, we have been unable to secure more commodious or suitable premises, and such leases have been temporarily renewed, so that the location of all the agencies remains the same as at the termination of the previous fiscal year.

I took occasion in my last annual report to refer to a certain sign of the increasing interest taken in Canada and the widely comprehensive questions asked by inquirers, as an indication that the Canadian government might expect a large number of very desirable emigrants from Northern Europe to Canada during the fiscal year just closed, and I am glad to be able to report to Your Lordship that such desires and hopes have become satisfactory facts. Indeed, the situation calling for an emigration propaganda nowadays is scarcely the same as in previous years. We are not dealing merely with people as a class, or in large numbers in any class, but our agents are obliged to meet demands for information upon very many of the illimitable phases of human life and existence as it may affect the intending emigrant in seeking a home in another land. This has called forth a higher degree of intelligence and experience, which I am pleased to say our agents have been able to afford to the gratification of all concerned, and has meant that instead of a short stereotyped reply an inquirer needs several lengthy and well considered communications before he decides. I consider this additional work the necessary complement to Canada's demand for the highest type of people to join her nationhood.

The above mentioned conditions seem to become more accentuated year by year, and have rendered more necessary the continuance of the practice of sending several of our important agents to see for themselves the then present conditions in Canada for the purpose of improving the work in this particular branch. Several of our agents and lecturers were ordered to Canada for this purpose during the past fiscal year, and already the result has been such as to enable me to commend the practice, and suggest its continuance during the coming year.

One of the most important features of our work has been the visiting of booking agents by departmental officials, with a view to stimulating them in their work, and where an agent is not energetic or satisfactory, to seek to amend those conditions; and this I deem so highly important that I am constrained to urge upon the department the increase of the staff in each agency, so that this work, although now done to the full extent of our agents' time and capacity, should be much more adequately covered by regular agents of the department. I need only point out that there are thousands of booking agents distributed throughout the British Isles, and it is manifestly a physical impossibility for an agent without assistance to adequately cover the hundreds of agents in his district, even once in two years. We have endeavoured to stimulate the cordial goodwill towards Canada and the department among these booking agents, who can so often secure or lose a desirable emigrant, and I am glad to note when a question arises as to a payment of a bonus, the circumstances of the case are carefully considered by the department, and any doubt is thrown in favour of the agent who has secured the accepted emigrant.

In addition, it is proposed as far as the capacity of the staff and the appropriation will permit, to furnish to a number of such booking agents, for display in their windows, a dressed design of grain in the straw, &c., &c. This has already been carried out to some extent, and will, if the appropriation be available, be continued as a distinct feature of the propaganda for the coming year.

Very considerable attention has been given to advertising in newspapers and periodicals likely to reach the class required in Canada, and to the successful work accomplished in that way the present satisfactory condition of emigration to Canada must to some extent be attributed. One can easily recall, comparatively a few years ago, when Canada was little heard of in the British Isles and seldom mentioned. Many conditions have contributed to a change in that condition of affairs, but the fact remains that it is now almost impossible to wade through the mass of daily clippings from the London and provincial journals which make allusions to the past.

present and future of our Dominion. By a careful and consistent regard for absolute facts and conservative figures it is hoped that this confidence now established with the British people will be maintained in the future to the great benefit of all concerned.

It is advisable to recall the recurrence of schemes more or less ambitious, and more or less detrimental to the would-be emigrant which invariably increase in activity as our emigration propaganda is enlarged. We have had occasion during the past year to take steps in several cases where advertisers appear to make suggestions inimical to the interests of an emigrant, and therefore, against the welfare of Canada, but these ambitious persons confine their advertising and operations to second-class passengers, and as the Merchant Shipping Act of 1906 provides a penalty for false representation or fraud regarding only steerage passengers in a ship, I have hitherto found it impossible to apply the regulations of the only statute in British legislation that appears to cover such cases. It is well known to His Majesty's Board of Trade that this difficulty is present, and it is hoped that such an opportunity may arise to amend the law, so as to cover such cases, no matter whether an emigrant takes second, or even a first-class passage. This appears to be more necessary from now on because the improved class of emigrant seeks improved accommodation, and the somewhat anomalous situation has already arisen, namely, that second-class accommodation on the steamers is now full before that of the steerage, in vessels going to Canada.

During the year our exhibition motor cars and horse wagons have been in full and constant operation, indeed they have been so constantly on the road that both exhibition motor cars have required a thorough overhauling as regards the body and machinery. The success of this portion of the propaganda has been so pronounced that it is intended to continue the same through the present year, and to follow up the idea of teaching the younger generation about Canada by the distribution of school atlases to school children, and short addresses by our agents in charge of the exhibition wagons.

Not only can it be recorded with absolute truth that during the fiscal year just closed the emigrants going from the British Isles to Canada reached the highest standard on record, but it must be noted that for the first time in the history of emigration from Great Britain, the year 1910 showed more British people going to Canada from the British Isles than to the United States.

During the fiscal year there were 380 sailings of steamships from the British Isles carrying passengers to Canada, and the records of arrivals thus far available indicate a very substantial increase over the number of the previous year.

I recommend that the present system of paying a bonus to licensed booking agents on special classes of emigrants be continued. Without question on the part of any one in the service of the department here, this encouragement is not only advisable but essential.

The various agencies of the department outside London have been inspected from time to time, and I am pleased to report a satisfactory condition. Nothing could exceed the ability, intelligence and care with which the officers of the department apply themselves to their work within the lines of the policy laid down by the department, and they will, I am sure, receive your Lordship's commendation in the successful carrying out of their duties. In this connection I have to record my regret that Mr. Alexander McOwan, for some time our agent at Exeter, deemed it necessary to sever his connection with the department. and return to Canada to engage in business for himself. Mr. McOwan's services could hardly be more satisfactory to the department and the general public than they were, and I trust that the agents of the government will receive reasonable recognition from the department in the way of adequate remuneration for their services, in view of the exceedingly large increase in their work and peculiar fitness for the same, which each one is required to have and to use.

The sending of practical, experienced farmer delegates from Canada has been continued with pronounced success. It is well known to Your Lordship that the personal element enters more largely into the question of emigration every year, and a decision is frequently arrived at only when such farmer delegate is sent by one of our officers to see the family and talk matters over in detail. I cannot commend a continuance of the policy too highly.

Supplementary to the efforts of these authorized delegates must be placed a number of British settlers who, having succeeded in Canada, returned during the Christmas holidays to visit their old homes. These, willingly or not, have been obliged by pressure from their friends to become amateur emigration agents, and tell the story of Canada again. I desire to commend especially anything which would induce still larger numbers of persons to visit their old homes from Canada, as I can conceive of no better policy than what may be called 'induced' emigration.

Auxiliary to the official lectures of the department have been a series inaugurated by the transportation companies and others interested in the movement to Canada. These have been uniformly successful, and have undoubtedly tended to stimulate the present record stream of emigration from the British Isles. This work should be continued with vigour, and we must not lose sight of the fact that when our propaganda slackens, or our efforts lighten, a decrease in the figures of emigration will become immediately apparent.

I am obliged, very respectfully, to repeat my previous recommendation that new agencies should be formed for the principality of Wales, and another for the eastern counties of England, because it is impossible to properly cover these large and desirable portions of England and Wales with the small number of officers engaged in the work. At present Wales is split up between the Liverpool, Birmingham and Exeter agencies, and as we have no Welsh agent or office, it is useless to distribute literature in the Welsh language, directing the emigrants to correspond with the government officers. Nevertheless, two special delegates that we have placed at work in Wales for the last three or four months have rendered excellent service. It is only right that this should be mentioned in their favour, but it affords at once, in my opinion, a distinct proof of the need of a government agent for that principality. The proposed agency for the eastern counties of England would take off a portion of the territory now indifferently covered by the London, Birmingham and Liverpool offices.

The policy of placing wall maps in schools and giving school atlases to all school children who apply for the same has been continued, and no effort has been spared to get in touch with those who are likely to prove desirable acquisitions to our Dominion. Indeed, the demand for literature has been so great that at times we have been obliged to have small extra editions of the pamphlets printed here, so as to prevent disappointment to inquirers, and I desire to emphasize the fact that good use can be made of a still greater quantity of literature of all classes.

Under the amendment to the Immigration Act the responsibility of inspecting and approving of all charity aided emigrants has been laid upon the staff, and, with every desire to be fair to the applicant, we have never lost sight of the fact that the policy of the department is to admit only those who are likely to prove an acquisition to the Dominion; or, in the words of the Minister of the Interior, when he stated that 'Canada expected nothing from an immigrant except that he should succeed.'

During the past fiscal year we have had 2,048 cases presented for our consent as charity aided emigrants, and have given consent in 1,378.

In addition to inspecting outgoing steamers from London, Liverpool and Glasgow, we have had thrown upon us the additional inspection of such steamers leaving Belfast, Londonderry, Southampton and Bristol, (and, we hope, Queenstown), and a statement of such inspection by our respective agents has, from time to time, been forwarded to Your Lordship and direct to the department. With the increase of emigration the sailings have been more frequent, and the number of ports from which sailings are made have increased, and as this inspection is a very necessary part of our agents' work, it is obvious that without additional assistance the propaganda cannot be worked out as fully as desired.

So good has been the effect of the regulations imposed in previous years, added to the very commendable and capable supervision of our agents, that not more than 300 of the emigrants from the British Isles in the past fiscal year, who sought landing in Canada, have been rejected.

Another evidence of the greater care and selection of emigrants on the part of all concerned may be noted in the greatly reduced number of deportations which have taken place under the Immigration Act during the past fiscal year. Arrangements were made with the steamship companies that most, if not all, of such undesirable emigrants on reaching the port on this side of the Atlantic should be furnished by the steamship companies with a rail ticket to their destination inland. This has relieved the department of considerable expense, and will unquestionably tend towards a still further and more strict examination on the part of the steamship lines. So long as human nature remains as it is, it is obviously impossible for any regulations to prevent the admission of some persons who may sooner or later become undesirable, and there can be no finer record than the very minute percentage that the deportations have to the aggregate figures of arrivals. We have not failed to continue the humane policy of the department to see that these unfortunates are placed with their friends, or otherwise temporarily cared for, although such obligation is not a legal one so far as this department is concerned.

All the transportation companies continue a most energetic programme, and have exhibited most commendable care in confining their operations to the policy laid down or changed from time to time by the department, and I desire to express the thanks of myself and staff for the great assistance they have given in the enormous work of handling human beings in such large numbers, under so many diverse conditions.

I am happy to record a continuance of the most cordial co-operation with this department by the Imperial government's emigration office, and the board of trade. It is a matter on which the department may congratulate itself, that the changes of policy inaugurated from time to time are rapidly copied by those seeking people from the British Isles to develop other lands.

Owing to the large increase of business, and our failure to secure increased office accommodation in these buildings, additional smaller offices were taken in Trafalgar Buildings, No. 1 Charing Cross, where a portion of our staff is situated.

Thirty thousand six hundred and thirty-nine persons visited the Charing Cross office, London, during the past fiscal year to make personal inquiry, and again we find increased interest adds to the number of questions to be discussed and settled.

Continuing the policy of previous years, our windows in this office have been an exhibition, so far as possible, of the agricultural products and natural resources of Canada, but this branch of the work can be much more specialized and developed if we can be furnished with material of all kinds required. The same may be said of all the other agencies of the department, whose windows, under the supervision of a special officer, are an object lesson to very large numbers who stop to read Canada's story by the exhibition of her products.

The number of pamphlets in the English language received at the Liverpool office during the past fiscal year amounted to 1,150,570, and foreign pamphlets numbered 231,000.

The number of boxes of grasses and grains in the straw received at the Liverpool office during the fiscal year numbered 115, and the cases of threshed grains amounted to 81, but a much greater supply of grains and fruits is needed.

The correspondence of this office alone has largely increased over the previous fiscal year, and all the agents outside London have an exceedingly heavy mail each day, as the result of the previous very large distribution of literature which has taken place from all offices.

Many of the provinces of Canada have continued to supply this branch of the service with their own particular literature, but the supply has never yet reached the demand. These are not intended to take the place of the literature of our department, but when a person has expressed a desire for special information of a certain province, it is to the advantage of that province that we should have the official literature of that government to supplement what we can furnish of our own.

Nothing could exceed the cordial relationship between all the agents of the provinces of Canada and this department.

Your Lordship must have noticed the very strenuous attacks made on Canada by several journals, but it is a pleasure to note that the reading public decided that the statements were so far beside the mark that they have failed to have any effect, as evidenced by the exceedingly satisfactory conditions regarding quality and quantity of emigrants to Canada, to say nothing of the standing of the Dominion in the markets and public estimation.

For Your Lordship's kind consideration of the different questions arising from time to time, regarding which I have been obliged to trouble you, I desire to express my sincere, personal thanks, and confidently feel that Your Lordship will join with me in the great satisfaction in presenting this report to the department, together with my assurance of the great loyalty of the staff to the government of Canada.

I have the honour to be, my Lord,

Your Lordship's obedient servant,

J. OBED SMITH,

Assistant Superintendent of Emigration.

No. 3.

REPORT OF A. F. JURY.

OLD CASTLE BUILDINGS, PREESON'S ROW,
LIVERPOOL, March 31, 1911.

The Assistant Superintendent
of Emigration for Canada,
London.

SIR,—During the past year the relative increase in the number of emigrants leaving this district for Canada has been maintained, and what is more important still, the quality has been quite equal to, if not above, those that have ever left this district, and from what I have seen when visiting the outgoing ships, the latter remarks applied equally to those leaving other districts. I am being continually met with the remark, 'you are sending the best of our population to Canada.' I must say that, if people can be judged by appearances the remark contains a lot of truth; at least I am quite sure that the average of those left of the same classes from which we draw our emigrants, will not compare with those who are leaving. The improvement in quality is the natural result of the more strict departmental regulations, and the increased ocean and rail rates, and that the increase in numbers should be maintained under these circumstances, bears eloquent testimony, not only to the drawing power of the Dominion, but seeing that a very large proportion of those leaving are going to relations or friends of previous emigrants, to the success and satisfaction those relatives and friends must have found in Canada. The old saying that 'the successful immigrant is the best immigration agent,' was never better exemplified than in the year just closed.

The same influence must go on in ever increasing volume in the future, as long as we have free and cheap land, and in my opinion the time is not far distant when Canada will receive as large an influx of population as the United States are receiving to-day. All the experience shows that the opening up of new land is followed by even a greater relative increase in the urban population and, though the efforts in this country are entirely directed to the encouragement of farmers, farm labourers, young men who wish to learn farming, female domestic servants, and capitalists, to go to Canada, we are thereby also building up the cities and towns because the natural demand caused by the introduction of these classes, for the service of all other classes, draws thousands to Canada every year to supply it. All other classes are so numerous in these Isles that any legitimate demand accompanied by reasonable wages and conditions of labour can always be supplied.

As we have the greatest area of unoccupied land in any white man's country in the world on which to make homes for the land hungry and the liberty loving surplus population of the old congested countries, it follows that with proper direction, the movement to Canada for many years to come, must be like a snowball rolling down hill, increasing in size the farther it goes. The demand for land under 'The Small Holdings Act' in this country, is conclusive proof of the land hunger that exists, were such proof wanting, and a large part of the disappointed applicants for land under that act, who are enormously greater in numbers than those who obtain land, will, as a matter of course, turn their attention to the colonies. These men are the very cream of the poorer part of the agricultural population of Great Britain, and no effort should, or is, being spared to bring before them the opportunities offered by Canada. This has been done in the past year to perhaps a greater extent than ever, by lantern lectures, attending agricultural shows and by attending market towns in agricultural districts on market days, meeting the small farmers, showing our products from exhibition motor cars, and wagons, and the distribution of departmental literature. The farmer delegates who have been working in this district have been kept busy meeting people at the offices of the various steamship agents, delivering lectures, attending market towns and visiting farmers and farm labourers in their homes. The only part of this district which I feel has not been properly worked is North Wales. That has been on account of my inability to speak the Welsh language, and I am of opinion that it is impossible to do justice to this important part of the United Kingdom without having one or two resident Welsh speaking agents. Mr. John Williams, of Melita, has done excellent work in the principality during the past winter, but if this kind of work is to be effective, it must be continuous. The Welsh would make most suitable emigrants for Canada, none more so. They are industrious, thrifty, sober, and ambitious; they have been used to and are not afraid of hard work. They have characteristics which in the work of nation building it would be well to assimilate. I am convinced that numbers can be got from Wales by the fact that where the local steamship agent is a live man, there is always good business done. An energetic resident government agent would be a great assistance to the live steamship agents, and would induce others to become more active.

Our correspondence has been much heavier this year than last, the letters received numbering about 13,500, and sent out about 14,000. In addition about 3,500 applications by letter or post card from school children for atlases have been dealt with.

Callers at the office for information on various subjects, numbered between 5,000 and 6,000.

I have received during this year claims from steamship agents for bonus on over 3,000 souls. This represents an increase of nearly 2,000 on last year's figures, which showed an increase of about 100 per cent on the previous year.

The lantern slides have again been in good demand amongst schoolmasters and others, many of whom have visited the Dominion and can speak from personal experience.

The meeting and inspection of deports entails a large amount of work on the staff of this office. In the year just passed 113 ships have been met and 425 deports have been handled, 58 of whom left this district. This latter work requires very nice handling and nearly all of it has been most judiciously attended to by Mr. S. Salingar, our interpreter, with the minimum of cost and friction, in addition to his other duties in the office, which consist of assisting in the clerical work and giving information to inquirers over the counter.

During the season I have delivered 47 lectures, most of which have been well attended, and from the reports of the local steamship agents, under whose auspices they have been given, good results have followed.

In conclusion, I must again highly commend my able assistant, Mr. Edwin MacLeod, for his untiring devotion to the work of the office and the invaluable help he has been to me.

Your obedient servant,

A. F. JURY,

Canadian Government Immigration Agent.

No. 4.

REPORT OF G. H. MITCHELL.

139 Corporation Street,
Birmingham, March 31, 1911.

J. Obed Smith, Esq.,
Assistant Superintendent of Emigration,
London.

Sir,—I beg to submit my report for the fiscal year ending March 31, 1911.

The active emigration which was taking place at the time my last report was written continued during the year, but large as was the movement last spring it has been quite eclipsed by that which is now taking place, and the figures would be larger still but for the fact that the steamers are booked full for weeks ahead. Many booking agents have informed me that the business they have done constitutes a record. The quality too is on all hands admitted to be of the highest. I have no means of telling what the total emigration has been from my particular district, but the increase is scarcely likely to have been at the same ratio as the increase in the bonus passengers. Claims on 2,264 persons have been forwarded to the department as against 1,105 last year, an increase of over 100 per cent. From this I conclude that a larger proportion of the people from my district belong to the classes most desired, and I attribute the fact to the country lectures, which were arranged for the delegates last year. They were so successful that the same policy was pursued in connection with the delegates sent me this winter, and I organized 124 meetings for them at which our slides were shown with the aid of a lantern. There was not one failure, and almost invariably very great interest was evinced. The Canadian steamship and railroad companies have also pursued an active lecturing campaign, but their operations have been chiefly in the towns.

Capitalists in the midlands, like those in other parts of the country, are investing largely in Canadian lands and other securities, and one firm in Birmingham have sent out £37,000 during the past twelve months—on their own behalf, and that of their friends—for loan on farm properties.

Advantage was again taken of the spring exhibition at Bingley Hall to make a display of Canadian produce, and during the three months in which it was held the stand was visited by a great number of people who took away a large quantity of literature.

The principal agricultural shows were utilized as usual, and I attended with my stand at the Northamptonshire, Herefordshire and Worcestershire, Shropshire, Peterborough, Lincolnshire, Staffordshire and Leicestershire exhibitions; Warwickshire was done by the motor van. At several of the minor shows a distribution of pamphlets was made.

There has been a further heavy increase in the office work, the communications received numbering 12,874, those sent out 7,346, and the callers 5,993.

Your obedient servant,

G. H. MITCHELL,

Canadian Government Immigration Agent.

No. 5.

REPORT OF L. BURNETT.

16 Parliament Street,
York, March 31, 1911.

J. Obed Smith, Esq.,
Assistant Superintendent of Emigration,
London.

Sir,—In submitting the annual report from York district for the year ending March 31, 1911, I have the greatest pleasure in stating that never in my experience did I know such an inclination on the part of the people of this country to emigrate to Canada. A large number who have gone from this district in former years have been visiting this country during the winter months and in most cases are taking others back with them. I could mention many cases of farmers disposing of their possessions here and taking out not only their families, but their servants as well.

A large number of lectures have been delivered in the district either by myself or by Canadian farmer delegates, and I must say that lectures were never better attended and more appreciated than during the past year. In country places the buildings have been packed, and in the cities audiences have been as high as 1,400 at a lecture. I have attended the leading fairs and agricultural shows and have had a stand erected at the principal ones for the exhibition of Canadian products, and amongst the places visited were the Home Exhibition at Harrogate and the Fat Stock Show at York. The latter is one of the leading shows of cattle that is held in this country, and is attended by practically all the principal farmers and a large number of the farm hands in the North of England. Inquiries at these shows were innumerable, and very often I had quite a crowd round the stand waiting for information. At all the shows I visited I had a good supply of literature distributed.

The business at this office is steadily increasing, and it is impossible to travel on the cars or attend any gathering without hearing the people talk of Canada. There is a feeling of general unrest in this country consequent upon hard times the people have had to submit to, but they are now beginning to realize that Canada offers a golden opportunity to those who are anxious to improve their circumstances, which is what they have never realized to the same extent before. I am satisfied that as years go by, there will be a greater influx of people to Canada from this country, and they will find there a very desirable country to live in, where they may acquire a competency, if they so desire.

Your obedient servant,

L. BURNETT,

Canadian Government Immigration Agent.

No. 6.

REPORT OF A. O'KELLY.

81 Queen Street,
Exeter, March 31, 1911.

J. Obed Smith, Esq.,
Assistant Superintendent of Emigration,
London.

Sir,—I beg to submit report of the work of this agency for the year ending March 31, 1911.

My connection with this office dates from February 28, when I was appointed to take temporary charge in the place of Mr. Alexander McOwan who had resigned his position as agent.

During the winter season Mr. McOwan made a special feature of his lecturing work. He delivered some forty lectures in large agricultural centres, and utilized the motor exhibition car when in this district to attend many of the markets held in the county towns. giving short lectures in the evenings.

Mr. McOwan opened temporary premises in St. Sidwell's street, Exeter, on October 20, for the purpose of making a display of produce during a special shopping week in this city. The visitors were largely agriculturists from the outlying districts. In conjunction with the exhibition, Mr. McOwan arranged for limelight trips to Canada, three times each evening, giving short lectures during the trips. Large quantities of literature were distributed at these meetings, and this means of getting in touch with the best class of agriculturists proved most successful, numbers having to be turned away every evening.

Owing to Mr. McOwan being very well known to newspaper men, he was able to secure extensive notices in the press, which kept Canada well before the eyes of the people.

There were three farmer delegates working in this district during the past three months, lecturing and attending at shipping agents' offices, and there are many letters on file from these agents stating what valuable assistance the delegates gave them in their work.

The Royal line steamship service was inaugurated last May, their first boat, the *Royal Edward* sailing from Avonmouth dock on the 12th of that month. These steamers were inspected on each occasion of sailing, the accommodation being excellent and the class of passengers carried of the very best type. This service has been a great advantage to the west of England people, and has aided emigration considerably.

In the past year over one thousand wall maps of the Dominion were distributed amongst schools, clubs, and workmen's institutions, and two thousand three hundred atlases were sent to school children on their personal application.

The bonus applications received at this office and sent forward to Ottawa numbered 2,824, showing an increase of 117 per cent on last year's figures.

Some ten thousand of the farmers' special circular letter have been sent out during the year.

During the summer the following county agricultural shows were attended with most satisfactory results:—

Devonshire,
Somersetshire,
Gloucestershire

Our own stand was utilized at each show, and large quantities of literature were distributed.

The correspondence received for this year numbers 8,700, letters sent out 8,150, and 1,927 callers interviewed.

Your obedient servant,

ANDREW O'KELLY,

Canadian Government Immigration Agent.

No. 7.

REPORT OF EDWARD O'KELLY.

CANADIAN GOVERNMENT OFFICES,
44 DAWSON STREET,
DUBLIN, March 31, 1911.

The Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my fourteenth annual report, covering the period from March 31, 1910, to March 31, 1911.

I am pleased to be able to announce that the work of this office has been satisfactory, by reason of the number of emigrants with intelligence and capital, who decided to take up farming in the Dominion. Another class that should prove valuable settlers are the strong, healthy young men, inexperienced in farming, who have been placed by our employment agents with substantial farmers, at fair wages. A considerable number of those young men will have capital varying from one to five thousand dollars to enable them to start homesteading with more than the average prospect of success, when they have acquired experience in Canadian farming. In this connection I have been greatly pleased to have heard, directly or through their friends, of the interest taken in this class by the employment agents, and the good treatment they receive from their employers. That they have proved themselves the right sort is shown by the employment agents writing for more of them. The number of bright young men going to Canada, determined to succeed there in positions other than farming, shows how widespread the fame of the Dominion has become. Another class, that of capitalists, is also much interested in the great strides that our country has made in the past few years, and many of them, having sold their properties, have consulted me as to investing in land in Canada. In all such cases my invariable advice is, 'Go and make yourself familiar with the land, the people, and the laws of Canada, and I have little doubt as to the result.' One of these men spent last summer in Canada, and, on his return, called to tell me that he was so pleased with all he saw, that he was making arrangements to bring one hundred thousand pounds there this summer, to invest in land. On the 20th of this month another man of this class, but of smaller capital, consulted me as to settling in Canada, got my usual advice, and in a few days his brother called to inform me that he also was sailing with his brother for Canada next month, and had sent twenty-seven thousand pounds in advance to the Bank of Montreal, and, if the country came up to his expectations, would invest that sum, and considerably more, in, he thought, the Peace River district. This class of settler is sure to increase in numbers in the next few years.

I have continued my policy of spreading a knowledge of Canada amongst the people, by attending stock fairs and markets through my district, talking to the farmers and others at those gatherings, having literature distributed amongst them, and attending, with my stand of Canadian exhibits, at show fairs. My stand always excites great interest, and many discussions, as to the quality of grain exhibited, take place around it. To enable my visitors to judge better of the quality of grain, I have added to my exhibit of such in glass, specimens in small bags to give my farmer visitors a better chance for their examination.

I continue visiting the booking agents in my district, urging them to take more interest in securing settlers for Canada, and impressing on them that I am only too pleased to assist them with literature, and advice, when required. I cannot say my efforts have proved very successful, my correspondence showing me that almost all emigrants, eligible for bonus, merely buy their tickets from the agents. When this country settles down, which I expect it shortly will, the agents will have no excuse for not advertising themselves.

I have had the services of Delegate P. H. McKenzie during the month of February, and those of Mr. G. A. Aylesworth for a fortnight in March, who gave illustrated lectures on Canada, in Cork and Dublin, both of which were largely attended.

The shows at which I exhibited during the year were:—

Cork spring show, April 5 and 6.
Cork summer show, June 8 and 9.
Limerick summer show, June 21 and 22.
Waterford summer show, July 21 and 22.
Maryborough show, Queen's county, July 27.
Athy show, County Kildare, August 15.

	Number.
Letters received at office	3,628
Letters written	4,200
Callers at office	2,815
Atlases distributed	2,300
Wall maps distributed	130
Calendars distributed to booking agents, newspaper offices, libraries and working mens' institutes	1,500

I have to report the return of five undesirable emigrants during the year.

Your obedient servant,

EDWARD O'KELLY,

Canadian Government Agent.

No. 8.

REPORT OF JOHN WEBSTER.

CANADIAN GOVERNMENT OFFICES,
17 & 19 VICTORIA STREET,
BELFAST, March 31, 1911.

J. OBED SMITH, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my report for the year ending March 31, 1911.

My work during the year has been devoted towards attending to correspondence and interviewing callers, visiting booking agents at their offices, directing them regarding government regulations, and reporting on them to the department; arranging for and delivering illustrated lectures; directing the itinerary of the travelling wagon; the planning out of work for the government delegates who were placed under my direction, and making exhibit of Canadian products at the more important agricultural fixtures.

Letters received	3,573
Letters despatched	7,462
Callers at office	6,571

A large number of school maps and atlases were distributed in schools and amongst scholars respectively; the educational value of these cannot be over-estimated.

The number of claims for bonus received from shipping agents and sent forward to the department was 1,398 on 1,586 souls.

For short periods I have had the services of four delegates, Messrs. James Graham, P. H. MacKenzie, G. A. Aylesworth and Rev. T. E. Bourke. Mr. Graham only worked for a couple of weeks; the other named gentlemen each delivered a series of addresses which I trust may have served a useful purpose. A large area in my district has been covered by the delegates; Mr. Aylesworth is at present engaged with me. I have myself delivered a number of illustrated lectures during the season. I generally use my own lantern, and gas generator, and thus am able to get into country districts and reach the most desirable class for Canada.

The slides, this season, as supplied by the department, are particularly good. I have lent them out for twelve lectures. The applications for them come principally from clergymen.

Our wagon, in charge of Mr. George Robinson, and under my direction, commenced its work on April 11, and continued on the road—except for short intervals—until October 25. Its itinerary was principally in the province of Ulster, almost every village and town being visited. We arrange the journey so that, as far as possible, a fair or market is each day attended. Here the farmers congregate, and amongst them is made distribution of literature with which the wagon is supplied. Through the medium of the wagon a good work is accomplished.

At the following agricultural shows, we made exhibition of Canadian products:—

Belfast spring show, May 25, 26 and 27.
Dungannon summer show, June 7.
Ballymena summer show, June 15.
Ballymoney summer show, June 24.
Londonderry summer show, July 6 and 7.
Clogher summer show, August 18.
Cookstown summer show, September 8.

The above are the most important fixtures in the North of Ireland, and command a great attendance of the class whom we desire to educate regarding Canada. We make good display of the exhibits provided by the department; these are examined with interest by the farmers.

It would be useful if, in addition to grasses and grains as supplied, we had a variety of material as might suggest itself to the department, illustrating the natural resources of the country. After exhibition at shows, these exhibits would be of great service in the decoration of our office windows, as our window display should be as attractive as possible. At these shows I am greatly helped by my assistant, Mr. J. Mullan.

Last fall, the landlord made changes in my office by putting in a new window, new door, and tiling approach to same; the result is a great improvement and makes the place look very smart.

I am happy to report that, as a rule, the Ulster press is well in line with the Dominion. In the three leading papers, notably Belfast *News Letter*, *Northern Whig* and *Evening Telegraph*, frequently appear most favourable articles dealing with Canadian conditions. Our advertisement, coupled with the interesting articles as above, help materially to keep Canada well to the front.

The venture of the Canadian Pacific Company in making Belfast a port of call for some of their steamers has proved most successful. Each ship which calls secures a large number of passengers.

I endeavour to inspect the emigrants when sailing and can report most favourably on their respectable appearance. A good proportion of them secure second-class accommodation on the ships.

The Allan company, whose ships call at Londonderry, also secure a good share of emigrants. A fair proportion of our Irish emigrants make Liverpool their port of departure by some of the best ships which do not make call at an Irish port.

I am doing all I can to push the work, and trust result may be satisfactory.

Your obedient servant,

JOHN WEBSTER,

Canadian Government Immigration Agent.

No. 9.

REPORT OF M. McINTYRE.

Canadian Government Offices,
35-37 St. Enoch Square,
Glasgow, April 3, 1911.

J. Obed Smith, Esq.,
Assistant Superintendent of Emigration,
11-12 Charing Cross, London, S.W.

Sir,—In submitting my report for the year ending March 31, 1911, I am pleased to be able to say that the results for the past twelve months have been most gratifying.

During the months when emigration is encouraged, the numbers have been in excess of those of any previous year, and what is really more satisfactory than numbers, is the quality, each boat load, one would imagine, trying to be of a better class than its predecessor. Undoubtedly the vigorously conducted campaign of systematic literature distribution has had a good deal to do with bringing Canada prominently before the public. The distribution of atlases to schools and school children has been the means of having information on Canada placed in thousands of homes, and the system that has been employed of mailing literature direct to all available addresses of the agricultural class is now producing splendid results.

Recognizing the fact that Canada is much better with fewer numbers, provided those going are up to a certain standard, I have during the past year taken considerable pains to try and discourage from going, and placed in their way as many obstacles as possible to prevent their landing in Canada, all whom I considered, from whatever cause, undesirable citizens, this being a branch of our work here which I look upon as most important. The landing regulation as it now stands is doing splendid service in this work of selection.

Emigration during the past few months is, I find, coming from all quarters of my district. Heretofore it was not so general, some localities not contributing at all. With the use of our exhibition vans, the services of farmer delegates—several of whom I have had in my district this year and have sent out to all quarters—and by giving lectures, I have tried to touch localities hitherto not reached, which, I think, accounts for the general movement.

During the year, seventy-two steamers with passengers have been inspected, and all vessels arriving at this port with deports or rejections have been met, there having been ninety deports returned to this point, forty-five of them belonging to this district.

The letters received were 12,364 in number, those sent 10,312, and the number of interviews amounted to 9,937, bonus applications being 3,958. In addition to office interviewing, I have attended the offices of different booking agents at such times as they have notified me they had a number of prospective emigrants to whom they would like information given, the agents arranging for these people to meet me on a certain day. In this way I have interviewed quite a number.

Australia is making a big bid for emigrants in this district, and some specially good people are going there; still, so far, we have no cause to complain, although the number of Scotch people sailing from Great Britain to Canada for the first two calendar months of 1910, amounted to 1,442, and those to Australia amounted to 498, while during the first two calendar months of the present year 1,720 Scotch people sailed from Great Britain to Canada, and 1,303 to Australia, which is evidence that Australia is getting quite a foothold, and as a competitor for emigrants is not to be treated too lightly.

During the season I visited Canada, and the information obtained while there I found of most valuable service in my lecture work, which was carried on throughout the season.

As heretofore, I have endeavoured to bring Canada in its proper light as prominently as possible before the public in my district.

Your obedient servant,

M. McINTYRE,

Canadian Government Immigration Agent.

No. 10.

REPORT OF JOHN McLENNAN.

26 Guild Street,
Aberdeen, March 31, 1911.

J. Obed Smith, Esq.,
Assistant Superintendent of Emigration,
London.

Sir,—I have the honour to submit the report of the Aberdeen office for the year ending March 31, 1911.

The year has been a notable one in the history of emigration from this district. The splendid record made during the first three months of the calendar year 1910, which was a part of my last report, continued throughout the whole year, and has, I believe, reached a high record mark from this district. The records in the office show that from January 1 to December 31, 1910, applications were made for 3,042 bonuses, indicating the large number of desirable settlers for Canada leaving the North of Scotland. This was nearly two and a half times the number made during the calendar year 1909. During the last three months, or since January 1, this year, there have been 50 per cent more applications for bonuses than during the same months of last year. We cannot hope that this great increase over last year will continue, as I think it is largely owing to the fact that people have booked earlier in view of the heavy demand for steamship accommodation. I believe, however, that the year will make a new record surpassing even last year's splendid results. This is not only true in reference to farmers, farm and domestic servants, but it will make a new record for other classes that are leaving this country. Any one who comes in contact with the people leaving Scotland this year, must be impressed with the splendid type of the men and women who are bound for our shores. I had the privilege on Saturday last, March 25, of seeing the passengers going on board the new Allan Line steamer *Scotia* in Glasgow, and I have no hesitation in saying that no finer class of immigrants ever entered our Dominion than those carried by that boat.

Notwithstanding the partial failure of crops in western Canada last summer, especially by new settlers who were harvesting their first crop, the farmers who left here last year and referred to in the report of that year, as far as I have been able to learn from their correspondence to their friends here, have without exception, an abiding faith in the future of Canada, and the glowing reports that are sent home are inducing other farmers to leave. I confidently expect that we will receive this class in largely increased numbers.

I have continued during the year, the same course that I pursued in former years, lecturing in various places and visiting booking agents throughout the district. In this connection, I wish to bear testimony to the splendid service rendered by Mr. Hugh McKerracher who is in charge of the travelling van. I regard this as the most effective advertising medium that we have in this section.

While some of the larger farmers and employers of labour are opposed to our work, the general sentiment towards Canada is exceedingly favourable, and everything points to a continuation of the present exodus.

Your obedient servant.

JOHN McLENNAN,

Canadian Government Immigration Agent.

No. 11.

REPORT OF D. TREAU DE CŒLI.

ANTWERP, BELGIUM, March 31, 1911.

J. OBED SMITH, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit my annual report for the fiscal year 1910-11.

The work in this office has greatly increased, but the results have been more satisfactory than ever.

The magnificent display of Canadian products at the exhibition at Brussels has, in a forcible manner, attracted the attention of every visitor of the said exhibition, and it is a certain fact that the benefits for Canada will surpass those of the Liege exhibition in 1905.

I have this year added 376 schools to the number already large (3,900), in which the atlas of Canada is used in geography lessons. I take a special interest in keeping the winter night schools for adults well supplied with every kind of our literature, and the monthly edition of *West Canada* is regularly furnished to every teacher who applies for it, either in the French or Flemish language.

The letters of Belgians or Dutch settled in Canada, are eagerly read, and give rise to a correspondence between the writer and parties at home, causing in general the best of results.

My intercourse with different teachers is always most cordial, and I have been admirably assisted by many in giving lectures on Canada in their schools, on Sundays for the general public and on weekdays for the scholars. I always provide limelight views and a synopsis of the lecture.

By teachers and other parties 22 lectures have been given. I gave fifteen lectures with lantern views in the most important centres, according to correspondence received, and I held a large number of meetings for the benefit of intending colonists.

The first quarter of the calendar year, 1911, has been a record for the fiscal year; the first party composed of about 50 Belgians sailed on February 22, and the second containing 149 Belgians on March 8; these sailings were by C.P.R. direct line from Antwerp, while quite as large a number left by the different English lines, and others, for want of room, by the Belgian and American lines via New York.

This early emigration is noticeable for the number of families, who intend to settle on their own account as soon as familiar with the work, the habits and customs of the country and more so for the financial position of most of them, which is generally excellent. Some of these people possessed a capital of from $4,000 to $6,000, while the most of them were in possession of a sum of $1,000 to $2,000.

During the year 6,530 letters were received, 5,660 were written, 1,400 visitors called at the office for information, while I interviewed not less than 1,600 persons, after lectures and meetings, at the most central points; 376 parcels of atlases and as many wall maps were distributed to teachers; 2,700 parcels of pamphlets were sent by mail, and 1,285 distributed at the office.

The Dutch emigration has also been very extensive and increases year by year in accordance with the number of contented colonists in communication with their friends, either through private correspondence or by means of the Flemish edition of *West Canada.*

Your obedient servant,

D. TREAU DE CŒLI,

Canadian Information Agent.

No. 12.

REPORT OF PAUL WIALLARD.

Canadian Government Agency,
10 Rue de Rome,
Paris, April 1, 1911.

To the Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to present to you my report for the fiscal year terminating March 31, last.

We have done our utmost, as in the past, to make Canada more and more known, from an economic, geographical and historical point of view, being certain that the relations between France and our country cannot but gain from this diffusion of knowledge. We have done our best to give the fullest information about the resources of Canada to all inquirers.

Our correspondence slightly exceeds the number reached last year, *i.e.*, 21,555 instead of 21,500; the visits which have been made to us by persons desirous of obtaining verbal information number 3,133 instead of 2,260, an increase of 873 visitors.

We have been able to prove during this year that Canada is every day better appreciated and that many French people think of going there, if not for the purpose of settling at least to take personal note of the resources of the country. The number of those that thus left for Canada will reach, I do not doubt, this year, a much higher figure than that of last year.

The Allan line, which gives a regular service from France to Canada, continues to give us entire satisfaction for the transportation of passengers taking this route to our country.

My colleagues, Messrs. Foursin and Belanger, give their best efforts to assist me in my task.

Your obedient servant,

PAUL WIALLARD.

OPERATIONS IN THE UNITED STATES.

REPORT OF THE INSPECTOR OF UNITED STATES AGENCIES AND PRESS AGENT.

W. D. Scott, Esq.,
Superintendent of Immigration,
Ottawa.

Sir,—In submitting my annual report for the fiscal year ending March, 1911, it is with a great degree of satisfaction that I look back over the result of the work of the agencies under my charge during that time. There has been a decidedly increasing interest throughout all the territory in which we are operating, as is evident from the increase shown in the number who have gone to Canada during the year as compared with previous years. Not only has the number of settlers increased, but the record of the means and the value of effects taken by these people shows that individually it was much larger than in past seasons. This does not mean that the immigration from the United States during the past year has been of a higher class than previously. Those who made the venture on to the homesteads when they had 'to tread the wilderness" (to them), and to-day have become prosperous after undergoing the hardships and withstanding the privations inseparable from pioneering in any country, are people deserving of the greatest amount of credit. Their progress has been influential and beneficial in our work in the States. Their successes were made known in letters to their friends, and the tone of cheerfulness evident throughout the contents was helpful. Their relatives and friends read, and considerable influence was spread in this way. The relation of their experience was a splendid endorsation of the work and of the truthfulness of the statements of our agents. The settler of to-day is not the pioneer that his former neighbour was, but he may possibly take with him more capital; in fact this is necessary if he wishes to keep himself abreast of the advancement of the man who went to any of the provinces—Manitoba, Saskatchewan or Alberta—a few years ago. There is not to-day the vast open area of homestead lands for inspection; there are now no $5 or $8 an acre lands and the new settler has to pay considerably increased prices. The settler of a few years ago is the man to whom much credit should be given; the settler of to-day is to be credited with good sense and sound judgment in taking advantage of a situation that still makes it reasonably easy for him to master.

Notwithstanding the growing scarcity in the prairie area and the increase in the price of land owned by railways and private land companies, it is pleasing to be able to announce that about 125,000 people have gone to Canada from the United States during the past year, or an increase of 25 per cent over the previous year. The present indications are that the incoming year will show better results even than the past. As previously indicated, the greater number of those who go to Canada this year for the purpose of settling will be possessed of the means with which to purchase, and at the reasonable prices that land are still offered at as compared with the prices of similar lands south of the boundary, which yield no more abundant or profitable crops, there are still excellent opportunities. It would be unwise, however, to overlook the fact that the price of farm land is increasing, and one might reasonably assume, were it not for the fact that they are still much below their value, there might be fewer lands occupied. And then, too, it must be considered that the drought in certain sections last season, and the exaggerated statements sent broadcast concerning it, have had more influence than it was first thought they would have. On the other hand, however, the country's resources are becoming more widely known, and no mean factor to the assistance of our regular work in bringing this about has been the widespread publicity given to them by the newspaper accounts when discussing reciprocity. The newspapers of the United States, large and small, have published columns concerning it, and there has arisen from this source alone a mass of inquiring correspondence throughout the middle western states in which we are chiefly operating. The thinking farmer has discounted the drought stories. He knows that it was not confined to a few areas in Canada, but it spread over the entire central west of the United States.

The farmer with means, the man who is able to dispose of his farm in Iowa, Illinois, Wisconsin, Nebraska, Missouri or any of the western states, is satisfied that western Canada has passed the experimental stage in the matter of agricultural existence, and he is willing to embark his means and his possessions in securing purchasable lands. There is, therefore, now as much time taken up by our agents in answering inquiries of this character as there has been in the past in answering the numerous questions of the probable homesteader. While the homesteading class may be decreasing, the purchasing class is increasing, and thus we will continue to keep up the interest and possibly increase the numbers.

There were reports that during the past year a great many had returned to the United States from Canada. I think one report gave it that 15,000 had returned from the prairie provinces. The author of this libel hoped by its circulation to be able to divert attention from Canada into channels in which he was interested. By the audacity of the interested scribe, it was easy for the reader to recognize his craft, but at the same time it did some harm and gave our agents considerable work in helping to defeat the ends that were intended to be brought about. All told there were not 300 persons of the class described who returned to the United States, and I really do not think the percentage was greater than in previous years and so small that otherwise but little attention was paid to it. It will be somewhat strange, in view of the fact that so many had gone from the United States to Canada, that there might not be some who, through homesickness or inability to meet conditions that faced them, did not return, but it frequently occurs that 'once back home' and looking about to begin life anew there is a regret at having left Canada. It might be interesting to refer to one or two instances brought to my notice during an investigation into the reports that had been circulated.

From one of the western coast states a farmer and his family had gone to Alberta and lived there two or three years and then decided to return. He sold his Alberta farm and with his family and entire outfit of horses and effects, a full carload, returned to his old home, spending considerable time and money in looking for a location in the country he had lived in so many years before, and to which his thoughts had often turned whilst earning his patent for his Alberta homestead. He had a homesick feeling and a longing to return, but when he did so it was not the same; the crops were not better than the Alberta crops, the price of land was considerably higher than when he left, the climate was not the climate he had thought it was, and in three months' time the same carload of effects cleared the Canadian customs at Kingsgate, he and his family secured the low one-way settlers' rate, and he is now satisfied and contented in Alberta, is doing well, and is prepared to give advice from his well earned experience to any who may think of returning.

Then there is the case of a street car conductor. This man was born and raised on a farm in one of the northern tier of states, but did what many another farmer's son has done—tired of what he considered the drudgery of the farm and made for the city, securing a position as a street car conductor. But the breath of the farm, 'the smell of the soil' remains with these sons of the farm, and it remained with him. He sought Canadian government literature describing western Canada, telling of its prairie farms, of its excellent crops of grain grown at small cost; he heard of the splendid cattle that fattened upon the prairie grasses and with little labour prepared for market. He talked with farmers of western Canada on their visits to their friends in the States between seasons. They had nothing else to do. Having the means to make the trip and tell about the Canadian west, they did it. The farm life loomed large again to him and its lure attracted him back. He went to western Canada, and with his young city-bred wife took up a homestead. In three years' time he proved up, secured his patent and pocketed the $3,000 paid him for his 160 acres by a neighbour. His wife, unused to country life, longed again for the city. But, six months afterwards, I saw him and his wife in our St. Paul office, arranging for their return to Canada. He had a carload of effects, said he had enough of city life and was going 'back home.' He wanted the quickest passenger train to Saskatchewan for his wife and child, and the fastest freight for himself and his carload of effects. These are not solitary cases, others could be given. When instances of this kind arise they inspire the agent with increased zeal in his work, and they often result in having others follow. So in point of fact there is very little to dread in the return of some few of those who came back.

The growing scarcity of homesteads in the prairie area has made it necessary in the past year for our agents, with the assistance of our literature, to establish a propaganda of education, taking as a subject the park areas lying to the north. There have been before the attention of the possible settler for some years the wide open prairies which are easy of cultivation. The park districts were not overlooked. They were constantly spoken of, but the advantages that they offered did not loom as large in the eye of the homesteading class as they will in the future. They afford opportunity for high class farming, stock raising and dairying, as well as the growing of grain, but this is not the place to dwell at any length upon the splendid chances that will accompany homesteading in these districts. Sufficient to say that considerable interest is now being aroused, and while it may be difficult to work up as great an interest as was secured while dealing with the wide open prairie areas, I anticipate in a short time there will be quite as large a demand for these lands as there ever was for the open prairie portion. The fact that there are no railway or other lands there for sale, the entire tract being open for homesteading, leaves the area still open for homesteading in western Canada sufficiently large to encourage the work of securing homesteaders for a number of years to come. The agents are alive to the fact that their work will now be somewhat harder, and will require even greater activity during the coming summer than in the past. As many of them as can possibly be spared from local work will visit these parts and become personally acquainted with the conditions. The railroads that are penetrating these districts will make it an easy matter for the homesteader to reach them.

During the past year there has been considerable interest in the Peace River district. There are but few data upon which to give advice concerning this territory, but notwithstanding this it is found that there are many anxious to go there. They are prepared and willing to undergo the hardships that would seem unavoidable in 'trekking' to a country that is so remote as this seems to be at present, but of which they have had excellent reports.

Based on the experience of fourteen years in this work, my opinion is that the best immigration work is secured by filling up the country already explored and the worth of which is known. In this way, the frontiersman of to-day becomes the 'old timer' of to-morrow. There is still much excellent country to settle between the 49th and 60th parallels, and nothing is lost either to settler or country by doing the best to fill it up first.

During the past year we conducted an aggressive campaign in the matter of placing exhibits at the most important fairs and exhibitions in the territory in the United States in which we are working. We find that this is an excellent method of securing publicity and brings about splendid results. Very good advertising was obtained in Columbus, Ohio, a few weeks ago, when a silver trophy valued at $1,500, given by the state of Colorado was secured by Mr. Hill, of Lloydminster, for the best peck of oats, thus beating the world. A peck of wheat raised at Prince Albert also secured the first prize. As much publicity as possible was given to the facts.

We have continued advertising in the same manner as before, which consists in the securing of space in the advertising columns of the farm and country weeklies and also placing reading notices from time to time. The work of the agents throughout the territory has been satisfactory in every way. Our literature deals with western Canada as a whole, including British Columbia. It is carefully revised every few months, and no old literature is allowed to be placed in the hands of the public.

Your obedient servant,

W. J. WHITE,

Inspector of United States Agencies.

OPERATIONS IN WESTERN CANADA.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

Winnipeg, Manitoba, May 8, 1911.

The Superintendent of Immigration,
Ottawa.

Sir,—I beg to submit the report of the Winnipeg office, and the western offices reporting thereto, for the fiscal year, ending March 31, 1911.

The stream of immigration not only continues with unabated force, but shows a marked increase over last year. There are two or three features of it deserving brief attention. In the first place, the great increase of British immigrants this year is worthy of special notice. The figures of British immigration to western Canada show a very considerable increase over last year, and it is perhaps worthy of mention that between March 1 and September 1, 1910, 65,000 British immigrants detrained at Winnipeg.

There is also a very appreciable increase in the amount of individual wealth brought by the overseas settlers, both British and European. This is particularly noticeable in the case of British settlers. This new-comer, by the bye, has a pretty general objection to be described as an 'immigrant,' attributing in some way an idea of inferiority to the term. He calls himself a 'settler.' The term would appear to be an excellent one, and is becoming much more commonly used in the west than that of immigrant. These new settlers have a considerable amount of individual wealth, and for the most part are well able to take care of themselves for several months if need be, and pending their obtaining suitable employment.

Nothing strikes the observer of the immigration movement so much as the wonderful absorbing power of the country. Though new settlers were reaching Winnipeg last year during several months at the rate of 1,000 persons per day, they passed out into the country and into the towns and cities, and became so quickly absorbed in the community, that it almost seemed as if their appearance was a myth, or as if they had passed away back to the source from whence they came. This absorbing power continues in all directions, and, wherever the new settler is capable of using his head and his hands, there is no question of his opportunities, and if he has only a fair measure of adaptability, he soon becomes a settled part of the district in which he lives.

QUALITY OF SETTLERS.

Even the most casual observer of the immigration movement cannot but be struck forcibly by the obvious improvement in the physique and general character of the immigrants who are coming to Canada this year. This is manifest not only in the personal appearance of the immigrants, but in the fact that an increasing proportion of them are country bred people, with agricultural instincts and inclinations, and a general desire to go upon the land. I have been very much struck with the greatly improved quality of the immigration from Great Britain and Ireland, and more particularly from England. This makes itself manifest in other ways besides the appearance of the immigrants. For instance, last year and this spring so far, there has never been the slightest trouble in clearing out the trainloads of immigrants as they arrive. The demand for agricultural labour provides the opportunity, and the great mass of the British immigrants seize the occasion to work on the land without delay. Again, the improved quality is seen in the infrequency of appeals for public help, either from the charities of this city, or from the department; whereas, some years ago considerable sums had to be set apart for the maintenance of the unsuitable and the destitute in the city of Winnipeg. Last year this phase of our work was practically entirely eliminated, and from the quality of the immigrants arriving now, indications point to an almost total absence of appeals for help from any other cause than sickness or misfortune.

While the improved quality and increasing quantity of immigration from Great Britain is extremely gratifying, it is not less so than the improved quality of those who are coming in from other countries in Europe, especially from France, Belgium, Switzerland, Germany and the Scandinavian countries generally. These people are an unusually good class, and accept work at agriculture with great readiness.

THE SETTLERS FROM THE UNITED STATES.

The volume of immigration from the United States has increased to a great extent, and it is safe to say that never in the history of the movement from across the boundary line have the numbers and quality of the immigrants been anything like equal to what they have been during the past year. These American settlers bring with them good physique, a long and practical knowledge of western agriculture particularly adapted to our conditions, and, in addition, they bring with them not only a generous supply of stock and implements, but, in most cases, a good round sum in cash.

CLASSES TAKING UP LAND.

The class of settlers taking up free land is superior to former years; those from the British Isles and the United States being as a rule able, financially, to start farming on a good scale, and also increase their holdings by purchasing from surrounding owners.

Homeseekers are apparently not leaving a stone unturned in their efforts to secure land in the principal districts, and delinquent homesteaders are, therefor, promptly looked after through the cancellation process.

The unprecedented advance in land values last spring gave an impetus to the already eager inquiry for free land, and with the usual activity on the part of the railway companies to rush out extensions, the aspect for land seekers was never more bright.

VAST AREA STILL AVAILABLE.

There is still a vast area of available homestead land, most of which would be desirable for grain growing and mixed farming. Within the pre-emption area those who are now getting their patent for the first homestead are very glad of the opportunity to secure more land, even if not of the best class, at the rate of $3 per acre; of course subject to homestead duties.

The partial crop failure last season has taught the farmers that there must be better cultivation of the soil if they wish to ensure a crop, and, therefore, a large percentage of the farmers did considerable ploughing and working on the land last fall. There is also a tremendous increase in new land brought under cultivation last year, which should show a corresponding increase in the production this season.

INCREASED MIXED FARMING.

The mixed farming district of Northern Alberta received its full share of immigration during the year, and the class of settlers coming in were above the average, being particularly well to do farmers from the United States, who brought with them the latest improved machinery, good stock, a fair supply of ready money, and, what is of more importance than all, a knowledge of the requirements of farming in the west. Many of these settlers, having grown up families of boys, and finding the prices of lands where they had gained a competency prohibitive, moved to this country where they could obtain free homesteads, and cheap lands, and express their entire satisfaction with the change. Settlers came from all civilized parts of the world, the majority coming from the United States of America, British and Canadians being about equal.

SETTLEMENT IN NORTHERN AREAS.

The past year has been an exceedingly busy one, on account of the number of immigrants settling in the northern Saskatchewan district. These immigrants are principally from Great Britain and the northern states, and are mostly from agricultural districts in the respective countries they have come from, and being thoroughly acquainted with agriculture, they have proven themselves to be of the very best class of settlers obtainable. They have settled principally in the territory north of the North Saskatchewan river on the new line of railway from north Battleford in a northwesterly direction, which line it is proposed to extend to Athabaska Landing.

During the past season there have been fifty new townships subdivided and opened for entry in the Battleford district. This land is of a class very suitable for mixed farming, and a great many homesteaders have availed themselves of the privilege of securing entries in this new territory, and several have purchased and located South African scrip in the immediate vicinity of their homesteads.

All over the northerly part of the province of Saskatchewan the crops during the past season were particularly good, and yields greater than the average in many instances have been reported. The quality of the grain was likewise very good, most of the wheat grading a two northern, with a very fair proportion grading one northern. The oat crop was good, and the sample was excellent, Messrs. J. C. Hill & Son, of Lloydminster, securing the world's prize for oats, which oats were grown in the Battleford district.

A great many new settlers have gone into the new country between Onion Lake and Saddle lake during the past year. There have been no cases of destitution reported for the district, and only in one or two individual instances has an application for an advance of seed grain been asked for, and in each of those cases it has been through the losses of property by fire which has compelled the settler to ask for the assistance.

The payments on seed grain and provision issue previously made, have been very large during the past year, and in several cases these liens have been paid by the settler before maturity. These advances as made by the government have been very beneficial to the settler, and have been the means of giving them independent assistance whereby they may perform their farming operations to success.

IN SOUTHERN ALBERTA.

The immigrants who settled in southern Alberta were mainly native Americans of British stock, judging by their names, or Germans or Scandinavians by descent. The season's immigration about completed the settlement of the vacant free lands lying east of the A. R. & I. railway, and of range 16 to the provincial boundary, or, rather, to the closed lease country. A vast district, vacant three years ago, is now occupied by homesteaders, largely attracted to the region by its available pre-emptions, as well as its good soil.

It is unnecessary, just yet, to speak of the condition of these homesteaders, as they all, more or less, suffered by last year's drought. But they are a hopeful and energetic class, and not at all depressed over their prospects, especially owing to the abundant precipitation all winter, and to the snow storms which began on March 29, and have been depositing soft snow all over the region during the early spring.

The timely assistance of the government in the matter of seed grain is highly appreciated, and will enable a large number of homesteaders to put in a crop this spring, whose land would otherwise lie idle. This prompt expenditure, to judge by present indications, will all be recouped to government within the present year, out of the proceeds of a single harvest.

LAST YEAR A GOOD AVERAGE CROP.

In the vast area comprised by the prairie provinces, and in the ever increasing acreage brought under cultivation in these provinces, it is hardly possible to expect the same conditions, and especially the same climatic conditions, to prevail in all parts of the country. The day when there can be a total crop failure in western Canada may be said to have passed away entirely; consequently, while it is possible to have shortages in crop of a serious enough character in itself in various parts of the country, yet the country, as a whole, may be fairly prosperous, and the crop a good average. This situation might fairly describe the conditions last year. While there was a good average crop, and while the climatic and other farming conditions were normal, at the same time, there was a shortage of crop from lack of precipitation, and perhaps to some extent from lack of experience and proper methods of cultivation in certain parts of southern Saskatchewan and southern Alberta. Even in these districts, however, where the farmer had spent some years in the country and had adapted himself to its peculiar conditions, fairly good crops resulted. In this part, however, during the last two years there has been a very considerable volume of new settlement, and the consequence was that the dry areas of these two sections last year found the new settler somewhat unprepared, and, as a result, it became necessary for the department to give special attention to the needs of the new-comers in southern Saskatchewan and southern Alberta. A seed grain distribution took place in these areas, to which reference will be made in a special report on the subject. Happily, no serious suffering took place. Most of these homesteaders were in this position: They had money enough to provide themselves with food and fuel during the winter, but this would make them short of cash to purchase seed grain in the spring. The department decided that in the interests of the settler himself, as well as in the increased area of cultivation this spring, it would be well for the government to look after the settler with reference to his seed grain for this year's crop, leaving him, in the ordinary course, to provide for himself and family out of his own resources. This was done very satisfactorily. Very few, comparatively, required both provisions and seed grain, and it is a matter of gratification to be able to say that in all this vast area of new settlement, with new settlers largely unaccustomed to our conditions, not a single fatality occurred, either from lack of food or fuel.

The department pursued a constant and vigilant inquiry amongst the new settlers with a view to discovering any and every case of suffering, and of affording immediate relief. This difficult work was done with marked success, and I take this opportunity of expressing to Commissioner Perry and the officers and men of the Royal North West Mounted Police, my cordial thanks for the prompt and effective assistance given us at all stages of our work in this important undertaking, and I feel that I ought to say that a great measure of success of our efforts to ameliorate the condition of the new settler through the winter months was due to the loyal co-operation of the officers and men of this very valuable force.

DISTRIBUTION OF FARM LABOUR.

The Labour Bureau of the Immigration Hall has been unusually busy and has done better work than ever before. During the year ending March 31 the number of applications received for farm help for farmers in Manitoba, Saskatchewan and Alberta, numbered 20,101, and the number which were satisfactorily placed in these three provinces total 10,089; or, as you will see, slightly over 50 per cent of the total number of applications received were filled. It is perhaps fair to say that neither the applications for farm help, nor the figures of those applications filled, adequately represent the true condition of the labour situation at the hall, inasmuch as a very large number of farmers and delegates from farming communities pay personal visits to the hall and come in contact with the new-comers and take thousands of them away during the season, and place them with farmers in their respective neighbourhoods. These, of course, are not recorded, and are not included in the figures given above.

WAGES.

The wages during the past year have run from $35 to $40 with board and lodging for experienced men, and from $15 to $20 with board and lodging for inexperienced men. In many cases, where the experienced man is a thoroughly up-to-date farm labourer, $45 have been offered and accepted. The average, however, runs from $35 to $40 per month, and the season from seven to eight months of steady employment.

I notice with pleasure that every year the number of farmers who find employment for their hands during the winter months increases. I have on former occasions expressed the opinion that the farmer has the solution of his own labour difficulty in his own hands, and that so soon as he recognizes that it is to his own interest, not only to employ the farm help for the whole year, but to provide accommodation for the family of the hired help, that his workmen may settle down in his neighbourhood, so in proportion will the labour difficulty be solved. Speaking generally, however, the labour difficulty must remain with us for many years in view of the great area of new land brought under cultivation each succeeding year.

MARRIED COUPLES AND DOMESTICS.

Married couples have been in great demand throughout the year. We have had altogether 628 applications for married couples, of which 241, or 40 per cent, have been satisfactorily filled. These experienced couples were settled at the rate of from $300 to $450 per annum with board and lodgings.

Sixty-three applications for housekeepers were received and 19 of these filled.

The domestic servant problem still continues one of our great difficulties. During last year applications were received for 715 servant girls, and, notwithstanding the great immigration into this country, only 84 of these vacancies, or 12 per cent, were filled from this office.

I regret very much that this condition should continue, particularly as I am aware that both in England, Ireland and Scotland there is a great number of young women, specially trained, and capable of filling these positions, who ought to be brought here, if some organization were perfected to deal with the question in a businesslike way. There are, I know, two or three organizations working along independent lines and bringing servant girls to this country. What is wanted, however, is a strong, influential, and energetic central organization grappling with the servant girl problem as one of the problems of the west, and working through its proper agencies amongst the best class of material in the old country, and until this is done I am afraid our supply of domestics will continue to be utterly inadequate.

IMMIGRATION HALLS.

The government immigration halls in Winnipeg and the west continue to be the favourite stopping places for a very large proportion of all immigrants coming into the country. During last year 31,999 immigrants stopped at No. 1 Immigration Hall, Winnipeg, as compared with 20,874 in the previous year. During May, 1910, 6,950 persons occupied the hall, as compared with 3,038 in the same month in the preceding year.

During the year new immigration halls have been opened at Tisdale, Gravelbourg and Kerrobert, Saskatchewan; Emerson, Manitoba; and Castor, Entwistle and Edson, Alberta.

INSPECTION OF IMMIGRANTS.

The work of inspecting the immigrants coming into the country across the boundary line is conducted with energy and with every reasonable care. At several points, where immigration is largest, it has been found necessary to appoint medical officers, in order to protect the public health, and ensure the best quality of newcomers.

I regret that up till now the railway companies have not completed the erection of the detention houses necessary for the proper and safe custody of undesirables rejected at the boundary. I understand, however, that they are preparing plans and have given a promise that the work of erecting these detention houses will be completed in the early summer. This is as it should be, because it is impossible to properly safeguard the boundary line if no precautions are taken to keep in safe custody until they are returned to their own country, persons who are declared ineligible to enter Canada.

I have to express my warm appreciation of the loyal and cordial co-operation of all the officers engaged in the immigration service in the west, who are under the direction of this office. I believe they recognize fully the great importance of the service in which they are engaged, and I have every reason to repose the greatest confidence in their integrity, their intelligence, and their honest desire to meet and greet the new settler and assist and encourage him in his settlement under the most favourable conditions.

Your obedient servant,

J. BRUCE WALKER,

Commissioner.

JUVENILE IMMIGRATION.

REPORT OF G. BOGUE SMART, CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

Department of the Interior,
Ottawa, March, 31, 1911.

The Superintendent of Immigration,
Ottawa.

Sir,—It affords me great pleasure in presenting my twelfth annual report to state that the various duties of this branch of the service, during the fiscal year just terminated, have been thoroughly and satisfactorily performed.

Each succeeding year the importance and utility of juvenile immigration becomes more manifest since our Canadian farmers, especially in the older provinces, depend very largely on the help rendered to them by the youthful immigrants, in consequence of which the demand, as has been the case in former years, continues largely in excess of the supply. Thus the wisdom of this kind of immigration is demonstrated, not alone in the advantage accruing to the child in being thus early in life Canadianized, if I may use the expression, before his habits and ideas had become permanently fixed, but the advantage to the Canadian agricultural and industrial classes of the Dominion who thus obtain assistance in their work at a modicum of cost.

Handicapped by extreme poverty with its consequent dangers, as were the majority of these children, who are now happily settled in our Dominion, this fact has not militated against their development into a useful and industrious citizenship. Coming at an early age their misfortunes of birth are soon forgotten by them and the stigma of poverty is completely removed on their arrival on our shores, thus enabling them to develop a spirit of self respect which is a chief factor in the building up of a character, at once respectable and useful to the country of which they are to become citizens. However, a careful selection of these youthful immigrants is most essential, that the present standard may be maintained.

A writer in a Canadian magazine referring to this form of immigration stated in part: 'These child immigrants come here at a teachable age, they readily adapt themselves to the conditions of life in this country, and as most of them are placed with farmers for a number of years they become accustomed to rural life and eventually follow agricultural pursuits. Child immigrants of this class are most desirable. The question of bringing in paupers cannot be raised in connection with this immigration in view of the fact that these children come under the auspices of responsible institutions in which they have been trained and that the demand for such children, on the part of the farmers of Canada, is enormous.' The writer continued, 'the demand for these boys and girls is eight times greater than the supply. There is also to be considered the service this work is rendering to the empire. Taken from the congested life of the old country these children are given wider opportunity, and they are placed in a field where their labour is required to assist in developing a new country and in building up one of the outlying portions of the empire.'

Visits of inspection, in pursuance of the duties of my office, have been paid at the various receiving and distributing branches during the past fiscal year. On each occasion I have been pleased to observe on the part of those in charge of nearly all of these centres of activity, a sympathetic and untiring interest and consideration for the welfare and success of their wards which may be taken as a reasonable guarantee that the rights of the children are safeguarded on this side of the Atlantic as well as in the English homes.

The time has passed when one need entertain any doubt as to the healthy condition of our junior immigrant. As far as my personal experience during the past year is concerned, I may say that these children have been exceedingly free from diseases or other ailments than those incidental to childhood. On the contrary the result of my observation has been that those who were not of robust frame on being placed in our agricultural districts have, after a remarkably brief residence, developed a degree of health and vigor most satisfactory. Many of the lads themselves have drawn my attention to this fact. I recall a very recent instance, that of a lad of sixteen years of age from the Hackney Union School, who after expressing his fondness for farm life and work added, 'The longer I am on the land the stronger and healthier I am becoming.'

From the individual reports which I have recently been perusing I find that in a total of one thousand seven hundred and seven children reported upon as to health, one thousand six hundred and fifty-eight were in the enjoyment of excellent health. Thirty-seven were in good or fair health and twelve were reported as in poor or unsatisfactory health. These statistics are equally encouraging to both the home government and that of Canada.

In this connection I may add that in the month of June last I had the privilege of visiting the port of Quebec for the purpose of observing the nature and mode of conducting the examination to which the children are subjected by the medical officers of the Department of the Interior before being permitted to proceed to their destination.

The party on this occasion happened to be a detachment from Dr. Barnardo's home in London.

Although some thirteen days 'en voyage,' the children presented a most creditable appearance, and were a very nice batch of boys and girls. Their ages averaged 10 or 11 years. The children were separated from the adult immigrants on reaching the immigration hall, and for clearer observation passed singly through a narrow passage, at the end of which the medical officers of the department were stationed. Each child was stopped and submitted to a searching examination—first as to the condition of its eyes, scalp, skin and general physique. General questions were put to each child with a view to testing its intelligence before it was allowed to pass on and receive the stamp of eligibility. In the case of three lads, the medical officers deferred their judgment until the others had been passed, and after a consultation by the doctors they were also permitted to proceed.

Being particularly interested, I followed the examination with close attention, and was much impressed by the searching character and value of the scrutiny, and it seemed to me that it would be quite impossible for a child possessing physical or mental infirmities to successfully run the gauntlet.

I wish also to say that the kind disposition of the immigration officials of all grades, not only to the children but also to the adults coming before them was most gratifying. I believe that the officials of this port charged with such great responsibilities, possess a thorough understanding of their obligations and that a spirit of humanity and sympathy guides them in the performance of their duties to all classes alike.

It is a most gratifying fact that few children were returned to Great Britain owing to personal disqualification. The Department of the Interior entirely approves of the legislation of the different provincial governments, extending the term of guardianship of the children to eighteen years, thus affording them protection at a period of their young lives when such protection and oversight are most necessary.

A personal inspection of each poor law child under the age of seventeen years is an undertaking of no small magnitude. In nearly every parish, township and county in the Dominion the juvenile immigrant may be found. Owing to this wide distribution it is apparent that the work of inspection becomes each year more onerous.

I have personally travelled during the twelve months ended December 31, twenty-two thousand three hundred and seventy-two miles by railroad and two thousand and fifty-six miles by horse, and my total inspection embraced one thousand and fifty-six children.

It affords me pleasure to state that again during the past year there has been a very marked improvement in the regularity of the attendance at school of the old country boy and girl. There have been, it is true, some flagrant cases of neglect in this regard brought to my notice during my travels throughout the country districts. It is unnecessary, however, to state that such nonfulfilment of contract on the part of employers was promptly brought to the notice of the society, and I am pleased to add that steps were taken to prevent the continuation of such neglect.

Strict conformity to the education laws of the provinces cannot be too strongly impressed upon those persons receiving children under the age of 14 years, which is commonly called 'the school age' in Canada.

Under the provisions of the compulsory school law of the province of Ontario, 'every society, agent or person having the custody of any child heretofore or hereafter brought into the province of Ontario shall be entitled to send such child to the public or separate school of the municipality or school section in which the child resides in the same manner as the child of any ratepayer in the municipality or school section, and every such society, agent or person having custody of any such child shall be subject to the Act Respecting Truancy and Compulsory Attendance.'

Some cases of ill-treatment, happily few in number, have been brought to my notice during the year. This, unfortunately, is inevitable where such a large number of juveniles scattered throughout the Dominion are concerned. In nearly every case prosecutions have been followed by merited punishment. In this connection the sympathetic interest and determination on the part of the Canadian people not to tolerate acts of injustice towards defenceless young subjects were manifest.

In the month of April, indentures and apprenticeships expire, consequently many of these young farm labourers change situations. For boys who have passed the school attendance period, yearly indentures are more advantageous than those extending over a term of two or three years, in that it gives them an increased wage, proportionate to their advancement in efficiency and knowledge of farm work. Experience and close observation have convinced me that after a reasonable period of service a change of employer is more often beneficial than otherwise. The child thereby varies his experience, and his knowledge of life and work is expanded.

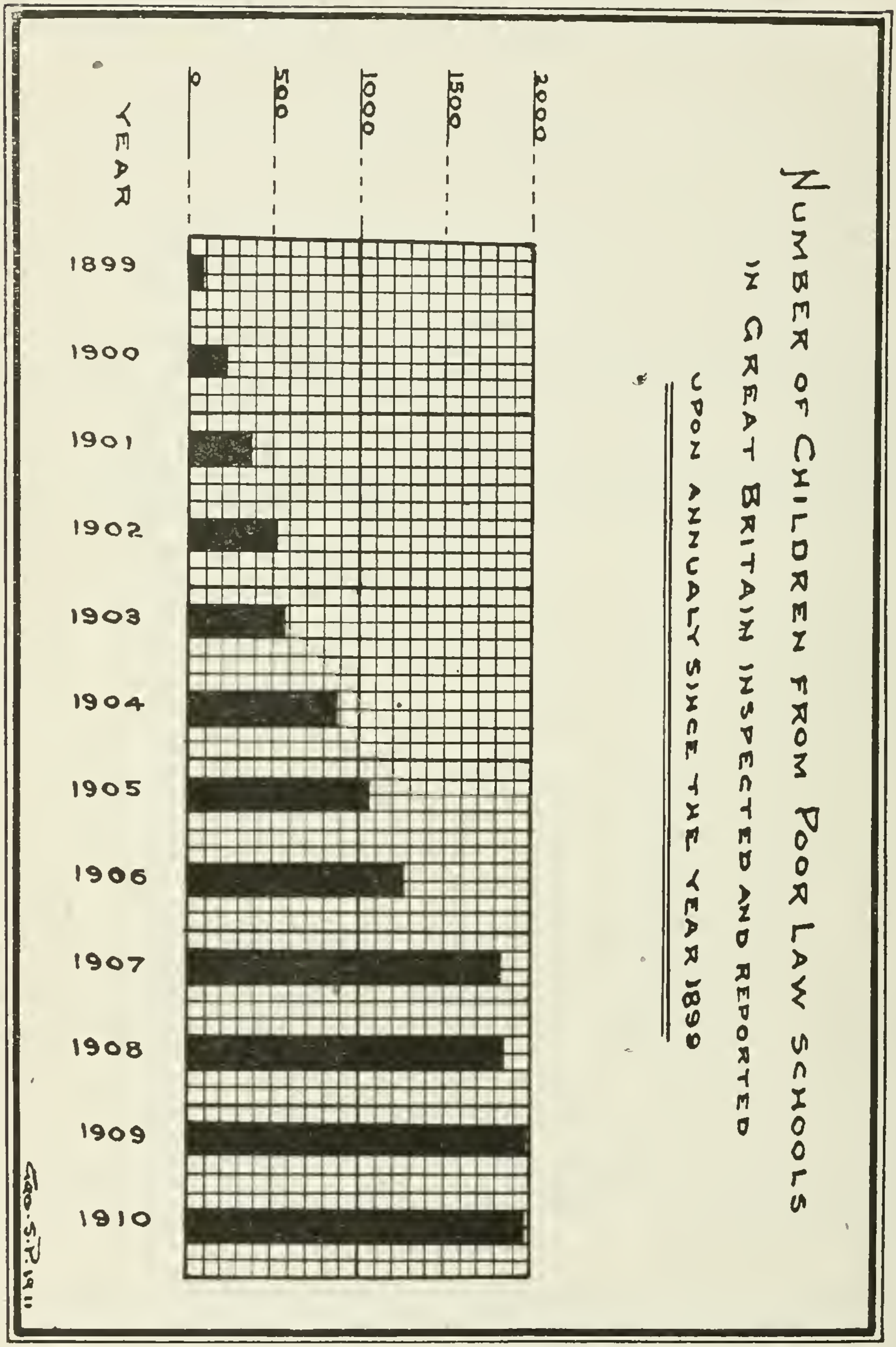
Hasty judgment must not be passed on a boy or girl simply because he or she has not been a success in either their first or second placings. The fact must be borne in mind that one is dealing with children not adults. In the training of the young apprentice, as I have often pointed out to our farmers, patience and consideration are most essential.

It has frequently occurred to me, in the course of visits of inspection during the year, that a greater degree of efficiency is expected from the old country boy or girl than is quite reasonable, considering their inexperience. Some farmers I have found exceedingly difficult to satisfy. However, after a few months' acquaintance with the names of the various implements, &c., the average boy manifests his utility and becomes very useful. In the case of one thousand six hundred and sixty-two children reported upon as to suitability for situations, it was found, on the report of the employers, that one thousand three hundred and eighty were giving very good satisfaction, two hundred and sixteen good or fair satisfaction, while sixty-six, only, were reported upon as generally unsuitable.

In the exercise of their functions my assistants personally investigate and inquire, amongst other matters, into the general condition of each child, with particular regard to their home surroundings, daily routine of work, church, Sunday school and public school attendance, their personal appearance and clothing, treatment and behaviour. No notice, whatever, is given of the coming of the inspector and therefore no time for preparation is afforded and the children are seen in the course of their daily routine.

A careful supervision is most essential; it is in fact the keynote to success as it aims not only at the immediate protection of the child by conserving its temporal and moral well-being, but creates a bond of union between child and guardian which will, it is hoped, prove a powerful factor in influencing the lives of the former for good.

The government of Canada promises no peculiar privileges on behalf of the juvenile immigrant, save that when he comes to the Dominion of Canada he will undoubtedly be afforded the utmost possible justice, fair-play and liberality.


NUMBER OF CHILDREN FROM POOR LAW SCHOOLS
IN GREAT BRITAIN INSPECTED AND REPORTED
UPON ANNUALY SINCE THE YEAR 1899
YEAR
0
500
1000
1500
2000
1899
1900
1901
1902
1903
1904
1905
1906
1907
1908
1909
1910
Geo. S.P. 1911

Inspector R. W. Hillyard says in his report for the year:—

'Another year of government inspection of union orphan children has been completed and ample opportunity afforded to estimate the value of the work done. Extensive travelling by train and horse throughout many of the counties of the provinces of Ontario and Quebec demonstrates that a very large proportion of the children are comfortably settled in homes that provide in a large measure the necessary comforts of life. Ample food, warm clothing and comfortable sleeping apartments were much in evidence while in not a few cases the moral and religious influences are all that could be desired.

'Children of tender years attending school are doing fairly well. We have the authority of the teachers for saying that in not a few cases the old country child is found among the highest ranks of their classes.

'The general health of the children is marvelously good; very few were found to be weakly or sickly.

'It is very rarely that we have to complain of harsh treatment on the part of employers. The fact that the homes who place the children have made public examples of those who have treated the children badly has had a deterrent effect upon any who may have been disposed to transgress in this particular.

'Those of us who are familiar with the subject of child immigration to Canada know of many triumphs attendant upon their unaided efforts for success. Every year is adding to the list of those who are making a success of life in this country. The ever growing demand for farm hands and domestic servants is being partly supplied from this helpful source. Quite a few go into mercantile life; some are aiming at higher education and attainments while the greater number are ambitious to possess their own farms. Notably among the latter class I may be permitted to mention the case of a boy with whom I am well acquainted. When a little lad he was placed with a friend of mine on an Ontario farm. From the first he manifested a desire to do right and soon established a reputation for truthfulness and integrity. He was greatly respected by all who knew him. After creditably completing his apprenticeship he removed to western Canada where his high character soon won him friends. His industriousness and thrift were crowned with success. As the result of judicious investments and practical farming he has acquired a fortune amounting in the neighbourhood of $100,000, so that now with wife and children about him he blesses the friends who in his helplessness gave him his start.'

Mr. Annand, Inspector for the Maritime Provinces reports as follows:—

'I beg to submit my annual report, relative to the inspection of British immigrant children placed in the maritime provinces. Upon the whole I found the children to be bright and intelligent, happy and contented and in desirable homes.

'I am still convinced that the younger the children are sent to Canada the better will be the results. In my opinion no children over twelve years of age should be sent out for adoption.

'In conclusion, I may say that child immigration appeals to me, when conducted by societies that show an interest in their children after they have been placed in Canada.'

K. J. Henry reports as follows:—

'In submitting my general report on the inspection of British children during the year just terminated, I desire to say that it affords me great pleasure to mention the marked improvement, not only amongst the girls and boys—very many of whom are now of age or will be in the near future, but also as regards their homes, employers, the appreciation apparent everywhere and in many cases even affection shown on both sides. This great change is growing gradually but surely, and I attribute it chiefly to the work of inspection, not only by those under the government but also the agents from the various homes—every case being generally and very carefully looked into, and where wrongs exist a remedy applied. The employer being in need of help such as these children can give, and from visits and talks with the inspectors and agents, has, in the majority of cases, become cognizant of what is expected and is therefore striving to carry it out.

'The attendance at church has been more regular and as a result I have been shown valuable prizes won by girl and boy, not only for good behaviour and regular attendance, but for committing to memory the greatest number of verses from the Bible of any scholar in the class during the year. This and many similar instances, which might be referred to, indicates, to say the least, a favourable progress. Complaints from children and employers have naturally been diminishing, consequently fewer have been met with than in previous years.

'The school attendance I found to be slightly improved, but still close attention is needed in order that this important part of the agreement may reach a higher plane. One thing I would like to see adopted, and it would certainly help, is the exercising of more care as to the location of the school—the distance from the home, as in many instances coming under my notice, the plea for non-attendance was the great distance to walk, in some cases two or three miles, and that being chiefly during the winter months. To obviate that I would respectfully suggest that a boy or girl during school age should not, no matter how good the home may appear, be placed in such a position. The demand being greater than the supply a discrimination such as I refer to can and should be resorted to.

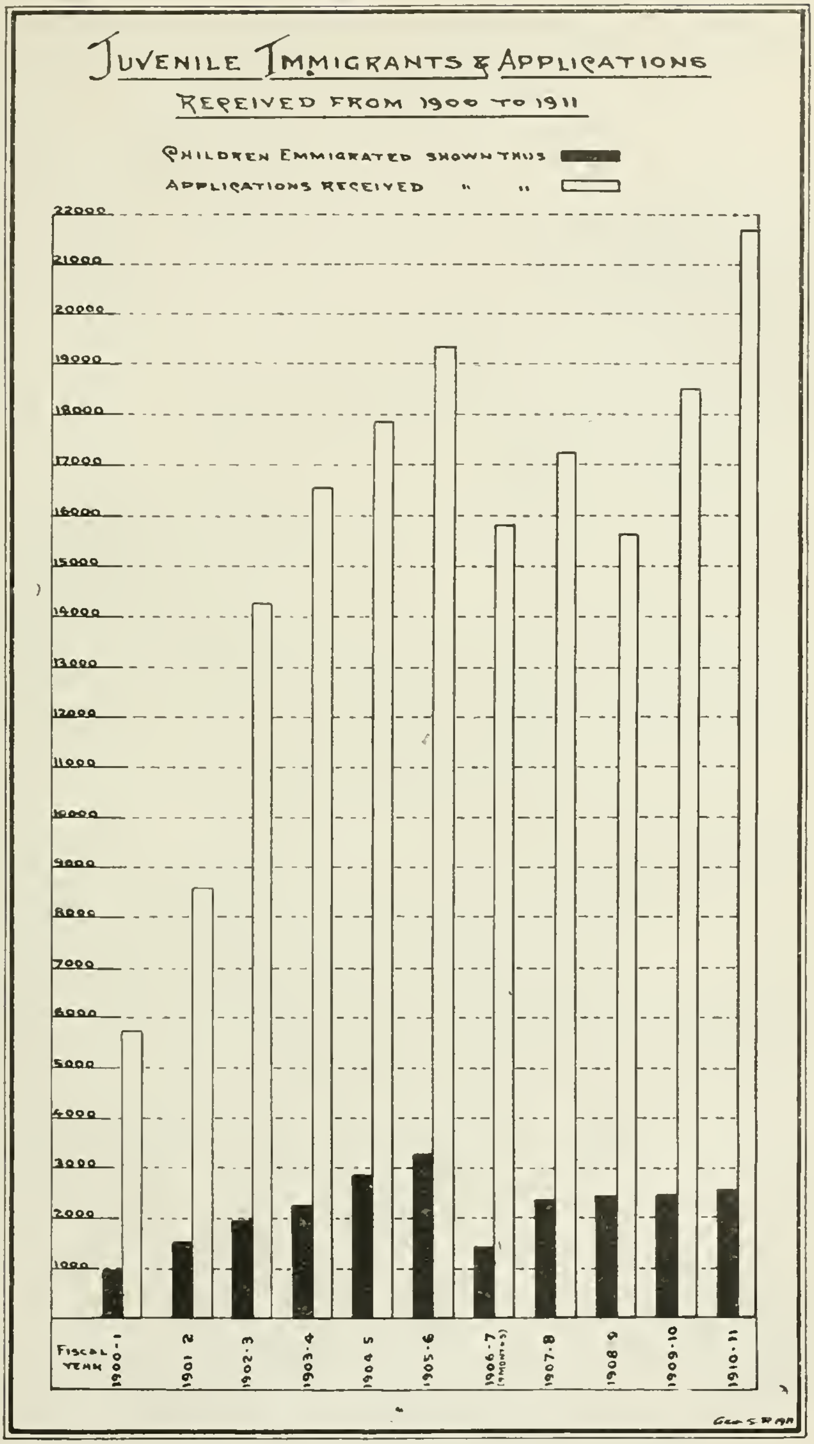
'Another matter to which I alluded in my last year's report, and which I, after another year's experience, am more convinced would give better results if changed, viz., the lack of uniformity in the agreement of the various homes, especially as to clothing, making it a stipulated sum to be expended for that purpose instead of leaving it to the employer. The child would be the gainer, and in general, I think, more satisfactory to the employer. Some of the homes have such a stipulation in their agreements, and where met with, I always found the child properly clothed.

'The general health of both girls and boys, I may say, is very striking, scarcely even meeting a delicate one, on the contrary, rugged, good features and where given a fair chance doing their part. On the whole year's work, I am pleased to say, a marked improvement was noticed.'

Mr. James Crowe, of the Liverpool education offices, visited the Dominion during the past summer for the purpose of investigating the general condition and prospects of a large number of children originally from Lancashire.

In his report Mr. Crowe stated in part: 'During my stay, I travelled some 700 miles by rail, &c., in the provinces of Quebec and Ontario, where practically all of the Liverpool children are placed, and visited about 80 of our children in their residences, besides a large number of poor law and voluntary cases. In almost every instance, the children had either a bank account, or had money to their credit at the home. They were in excellent homes, were well dressed, and well spoken of by their employers. I spoke to most of the children in the absence of their employers, and was particularly impressed by the happy and contented disposition they showed. Many of them had sums of money saved, sufficient to bring them back to England, but they expressed no desire to leave the land of their adoption.

'Generally speaking, the children's prospects for success in life in Canada are far superior to what they would be in this country. They are well received and treated by the Canadians; there is no lack of employment for them; while the remuneration is practically double what they would receive here. The cost of living, however, is slightly higher.'


JUVENILE IMMIGRANTS & APPLICATIONS
RECEIVED FROM 1900 TO 1911
CHILDREN EMMIGRATED SHOWN THUS
APPLICATIONS RECEIVED " "
22000
21000
20000
19000
18000
17000
16000
15000
14000
13000
12000
11000
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
FISCAL YEAR
1900-1
1901 2
1902-3
1903-4
1904 5
1905-6
1906-7 (9 MONTHS)
1907-8
1908 9
1909-10
1910-11

STATEMENT showing the number of children emigrated to Canada during the fiscal year by some of the principal societies and agencies, and the number of applications received for children during the same period.

Society or Agency.	Children Emigrated.	Applications received for Children.
Dr. Barnardo's Homes, Toronto and Peterborough, Ontario and Winnipeg, Man.	924	15,064
Miss Macpherson, Stratford, Ont.	227	798
J. W. C. Fegan, Toronto, Ont.	96	300
Rev. Dr. A. E. Gregory, Hamilton, Ont.	106	589
Rev. Robert Wallace, Belleville, Ont.	75	373
Fairknowe Home (Mr. Quarrier's), Brockville, Ont.	192	1,138
The Misses Smyly, Hespeler, Ont.	27	500
Mrs. Birt, Knowlton, Que.	161	1,266
The Catholic Emigration Association, Ottawa, Ont.	334	713
Church of England Waifs' and Strays' Society, Sherbrooke, Que.	66	139
Church of England Waifs' and Strays' Society, Niagara-on-the-Lake, Ont.	37	415
Mr. Middlemore, Halifax, Nova Scotia.	157	325
*Salvation Army Emigration Agency, Toronto, Ont	13	125
Mrs. Wallis, Toronto, Ont.	....	11
†Mrs. Close, Nauwigewauk, New Brunswick	....	12
Children's Aid Society of London, England	26	....
Self Help Emigration Society, Montreal, Que.	80	....
Emigrated by private parties in western Canada.	3	....
	2,524	21,768

* Not reported. † Did not emigrate.

It will be noted that the children are sent in large numbers to the provinces of Ontario and Quebec and the maritime provinces, from whence there comes the greatest demand for their services as farm helps.

TABLE showing the number of children emigrated by the principal societies and agencies during the past ten years.

Agency.	Fiscal Year.										
	1900-1	1901-2	1902-3	1903-4	1904-5	1905-6	1906-7	1907-8	1908-9	1909-1910	Total.
Dr. Barnardo	385	889	1,150	1,188	1,574	1,434	944	950	1,034	1,010	10,558
Rev. R. Wallace	59	71	75	94	116	112	......	80	38	46	691
Miss Macpherson	60	45	......	142	200	207	91	166	175	175	1,261
Church of England Society	60	85	89	83	84	144	17	126	123	74	885
Bristol Emigration Society	33	38	13	40	40	72	......	......	......	......	236
J. W. C. Fegan	43	......	46	49	53	100	......	73	75	109	548
Liverpool Catholic	43	......	......	......	......	......	......	......	......	......	43
Canadian Catholic Society	60	132	125	106	......	......	......	......	......	......	423
Catholic Emigration Assoc'n	......	......	151	206	328	359	175	332	308	317	2,176
Mrs. Birt	95	137	158	106	169	191	70	173	142	187	1,428
J. T. Middlemore	108	99	127	130	......	298	......	145	152	129	1,188
Children's Home and Orphanage	29	38	41	60	84	102	109	76	90	107	736
Girls Home of Welcome	2	4	......	......	......	......	......	......	......	......	6
Mr. Quarrier	......	......	......	......	157	187	......	183	173	139	839
Salvation Army	......	......	......	......	......	20	39	......	42	44	145
Children's Aid of London	......	2	......	......	3	......	......	......	24	23	52
Women's National	......	......	......	......	......	......	......	31	......	......	31
Mrs. Wallis	......	......	......	......	......	......	......	12	13	10	35
Mrs. Close	......	......	......	......	......	......	......	3	......	......	3
East End Emigration Fund	......	......	4	......	......	......	......	......	......	......	4
Self Help Society	......	......	......	......	......	......	......	......	13	22	35
Misses Smyly	......	......	......	......	......	32	10	25	22	30	119
Working Boys Home	......	......	......	8	......	6	......	......	......	......	14
	977	1,540	1,979	2,212	2,814	3,258	1,455	2,375	2,424	2,422	21,456

The following condensed statement shows the number of juvenile immigrants who arrived in Canada during the years mentioned, together with the number of applications received by the various agencies during the same period:—

Fiscal Year.	Children Immigrated.	Applications received.
1900–1	977	5,783
1901–2	1,540	8,587
1902–3	1,979	14,219
1903–4	2,212	16,573
1904–5	2,814	17,833
1905–6	3,258	19,374
1906–7 (9 months)	1,455	15,800
1907–8	2,375	17,239
1908–9	2,424	15,417
1909–10	2,422	18,477
	21,456	149,302

The task of selecting suitable homes and situations for these young people, as indicated by the reports of my assistants, would appear to have been conducted on the whole with reasonable caution.

Appended herewith may be found brief notes of my inspection of the following receiving and distributing homes:—

THE NATIONAL CHILDREN'S HOME AND ORPHANAGE (FOUNDED BY DR. T. BOWMAN STEPHENSON).

Hamilton, Ont.

On March 22, 1911, I paid my annual official visit of inspection at this interesting home.

Their first party of sixty-six had just, a few days previously, arrived and were being made ready for distribution. They appeared to be in robust health, of good physique and well suited for farm work and life.

Mr. Hills advised me that the number of applications for boys is increasing every year and a higher rate of wage is offered by the farmers in this part of Ontario. Indentures are made for one year. New agreements were being entered into and a number of the boys, for their second year of apprenticeship, were actually doubling their first year's wage. No difficulty whatever is experienced in collecting their wages. Employers pay according to contract.

Mr. Hills further stated that the suitability of the boys sent out for farm work was beyond question. A small number only were removed from situations during the past year, and the majority of these were only transferred at the terminations of their indentures in order to obtain a higher wage, owing to their progress and value as farm helps.

I perused a number of letters which had just been received from their wards, and I judged they were happy and contented in their new life and occupation. Included in the correspondence were letters from some of their older boys who, after serving their apprenticeship with Ontario farmers, were now on homesteads of their own in the provinces of Alberta and Saskatchewan.

The work of this home is efficiently conducted.

THE CATHOLIC EMIGRATION ASSOCIATION.

Ottawa, Ont.

In the month of June, I had the privilege of meeting and conferring with Rev. Canon Pinnington and Rev. George V. Hudson, both of whom are prominently identified with the various branches of juvenile philanthropic effort in England amongst children of the Catholic faith. These gentlemen had come to the Dominion for the purpose of studying the condition and progress of the children sent forward to Canada in previous years under the auspices of this association.

Their reports concerning the progress and success of the young immigrants, a number of whom they had personally visited, were most gratifying.

During the past year two hundred and seventy boys and sixty-three girls had been received and placed in agricultural districts. These juveniles, I find from reports before me, are well looked after and every effort is made to secure for them fair treatment.

A staff of visitors is engaged the year round, inspecting and reporting on the children individually.

The work of the agency extends throughout the provinces of Quebec and Ontario, while a few of their lads have been placed with farmers in New Brunswick and Nova Scotia.

In all, one thousand two hundred and sixty-seven children are under their supervision and were personally visited during the year. Their health and conduct have been good.

The home is comfortable and admirably maintained.

THE SALVATION ARMY.

Headquarters, Toronto.

On March 20, I paid my annual visit of inspection at this centre.

A smaller number of juveniles than anticipated were brought to Canada during the past year and these included seven from poor law schools.

Brigadier Morris reports that their young immigrants have been settled on farms and are doing satisfactorily.

There are eighty under supervision and each had been visited and reported upon during 1910 by officers on their immigration staff. From some of their reports which I perused, it would appear that their young people were comfortably settled and doing satisfactorily.

The Army was again unable to cope with the demand for juvenile immigrants.

A well appointed receiving home has been provided for the children on their arrival at Toronto.

THE COOMBE HOME (MISSES SMYLY).

Hespeler, Ontario.

Mr. Tebb's reported a very satisfactory year's work. Nineteen boys and eight girls were emigrated to Canada in 1910. One hundred and fifty children are under control and supervision in the western counties of Ontario. In addition to this large family there are one hundred boys and girls over age, i.e., 18 years, also kept in touch with. These had been sent to Canada in charge of other agencies previous to the establishment of the 'Coombe' Home.

Thirty-five children were placed in approved homes and situations, and for each child indentured the superintendent had fifteen applications.

The children, on their arrival, are not immediately sent out, but spend some months in training at the home. Gardening, bee culture and poultry raising, are the occupations afforded.

I found the home in excellent order throughout. The children's quarters were all that could be desired, and the home efficiently managed. The children were happy, contented and well clad. This home receives exclusively Irish children.

'OUR WESTERN HOME,' FOR GIRLS, CHURCH OF ENGLAND SOCIETY.

Niagara-on-the-Lake, Ontario.

On the occasion of my visit at this pioneer receiving and training home, March 23, 1911, there were forty-three children in residence. Their ages ranged from 10 to 17 years.

The policy of this society is to confine their operations to the placing of children exclusively with members of the Church of England in the province of Ontario. At fourteen years of age the children are placed out as nurse and general maids. There are at present one hundred and fifty of their wards in foster homes and domestic service.

The training afforded here is most useful—sewing, house and laundry work. The younger children are really what is known in England as 'half timers,' i.e., 'in the forenoons they attend an elementary school at the home under the charge of a qualified lady teacher and in the afternoons sew, iron and do various bits of work. This training must be beneficial to them when they leave to earn their own living.

A poultry yard and a very nice garden surround this historical house, and the children are also permitted to take a hand in the care of both.

I found the sleeping quarters, dining room, and in fact, the building throughout, neat and scrupulously clean, reflecting credit on Miss Bayley, who has long been in charge of the home.

During the past year, it was gratifying to learn that a number of their girls had married and settled in homes of their own.

A lady visitor travels throughout the province a good part of the year, visiting and supervising the children in their situations and foster homes.

THE SELF-HELP SOCIETY.

East End Emigration Fund—Mr. E. Marquette, Montreal, Agent.

During the past year eighty boys were received and placed in situations in various localities in the provinces of Ontario and Quebec. Mr. Marquette reports that 'with one or two exceptions these boys have given excellent satisfaction, and have proven to be an acquisition to Canada.'

THE MIDDLEMORE HOME.

Fairview, near Halifax, Nova Scotia.

One hundred and fifty-seven children were received from the Birmingham homes during 1910. Their next party, it is expected, will number one hundred and sixty, and should reach Canada early in June. Included therewith will be a large number of children of from four to nine years of age.

There were no children in residence at this date. Three visitors devote their time visiting the children in their homes and situations. Mr. Gerow advised me that the result of the past year's inspection had proved very satisfactory. Out of seven hundred and twelve children he and his assistants had visited, six hundred and seventy-nine were satisfactory reports and only thirty-three unsatisfactory. Sixty-five children were re-settled; owing to dissatisfaction, fourteen; unsatisfactory, seventeen; poor homes, fourteen; further services not required, twenty.

The operations of this agency cover a large area and the children are distributed as follows: New Brunswick, 435; Nova Scotia, 419; Prince Edward Island, 13; Maine, United States of America, 1, making a total of 868 young people under the supervision of this agency. One death amongst their number occurred during the year, a boy of 17 years of age. It was not found necessary to return any of their wards to England.

Owing to the large number of desirable homes and situations available throughout the maritime provinces, very few children remain at headquarters. Every necessary comfort, however, is here provided for the children. I found the home in excellent order throughout.

MR. J. W. C. FEGAN'S HOME.

295 George Street, Toronto, Ontario.

I paid my official visit to this interesting home on April 18, 1910, and was again afforded the pleasure of meeting Mr. Fegan, who had personally accompanied a party of ninety-seven boys to Canada. They were a fine, bright lot of boys, well clad and suitably outfitted for farm life and work. The opportunity was given me of speaking a few words of welcome, and I was pleased to note that they were all inculcated with the idea that farming was to be their future occupation. Mr. Fegan advised me that they were to be apprenticed only with approved farmers, many of whom had received in previous years his boys, who had now outgrown their minority and were doing for themselves. The characters and dispositions of these young immigrants were known to Mr. Fegan before their selection for Canada, and he looked forward with confidence to their success in the Dominion.

That they fully appreciate all that Mr. Fegan had done for them may be shown from the fact that their 'old boys' during the past year sent $4,000 as a New Year thank-offering out of their own hard-earned savings toward the support of 'the old homes'—$300 more than last year and fifty-seven repaid the $50 spent on their emigration 'to help another poor fellow out.'

The total of these new year thank-offerings, which is an annual affair, from 1889 to 1911, was $44,910, and in all six hundred and six have repaid the $50 to give 'some lad left behind the same good chance in life.'

Mr. George Greenway has again assumed the duties of superintendent of the home.

The home affords every comfort for the children and the books and records are well and carefully kept.

MISS MACPHERSON'S HOME,

Stratford, Ontario.

During the year I personally inspected a large number of children from the Hackney and West Ham poor law schools, and who, as wards of this agency, were indentured with farmers in the western counties of Ontario. With few exceptions I found the children bright and intelligent, in good homes, and well spoken of by their employers.

There were three children at headquarters on the occasion of my visit—one just recovering from having been kicked by a horse, and the others were employed at the home.

Two parties of children were received and distributed from this home. The first arrived in May, eighty-six boys and thirty-six girls; the second reached Stratford in July, and was made up of sixty boys and fifty girls.

The home is well maintained, and both Mr. and Mrs. Merry are deeply interested in the welfare of the children.

MARCHMONT HOME,

Rev. Robert Wallace—Belleville, Ontario.

On January 26, 1911, I paid an official visit at this home. There was but one child in residence, a girl who had been returned for treatment owing to illness, and who will in due course be replaced.

This home is admirably kept up. The history and records of the children are systematically kept. Each child is under supervision until it reaches its eighteenth year, and none are placed out except under a written indenture.

With such good facilities as are here afforded, I should like to see a larger number of children sent forward. The number of applications for boys and girls under 16 have been extraordinary, and came chiefly from farmers in that splendid dairying and mixed farming section, northern and central Ontario.

In addition to Rev. Mr. Wallace personally, a special visitor is engaged visiting the children in their homes and situations.

MRS. BIRT'S HOME,

Knowlton, Quebec.

Three parties of children, boys and girls, were received during the year at Mrs. Birt's Home. Comfortable quarters are here provided for the children during their stay at Knowlton.

The home is in charge of a capable staff of ladies who are much interested in their duties, and the effort to do the best for the children in their homes and situations is well maintained.

The children are properly supervised by a lady and two gentlemen visitors of long experience in their work.

The children, with comparatively few exceptions, have fulfilled the hopes of their benefactors and are doing creditably.

The work of this home is widespread and extends throughout the province of Quebec and eastern Ontario. The books and records are well and neatly kept, and every necessary detail concerning the progress of their wards is readily accessible.

A special feature of the work of this home for many years, has been the annual visit of Mrs. Birt, one of the founders of the juvenile immigration movement to Canada. Owing to her advancing years and indifferent health, I regret to say, she was prevented from crossing the Atlantic during the past summer.

DR. BARNARDO'S HOMES.

During 1910, four parties of children were emigrated to the Dominion under the auspices of these homes, consisting in all of 924—a slightly smaller number than that of 1909. Twenty-five thousand children have been emigrated since the inauguration of Dr. Barnardo's emigration work.

The operation of this organization is largely confined to the province of Ontario, although each year a fair number of boys are sent to western Canada.

In the new provinces of the Dominion good openings appear for boys who have completed their indentures with Ontario farmers and passed the school age.

In 1910 twenty-seven boys were placed in Manitoba and nine in Saskatchewan. Five hundred and twenty children are personally visited at least once annually under the efficient direction of Mr. E. A. Struthers, the manager of the western branch at Winnipeg. The total emigration to western Canada exceeds three thousand juveniles. Generally speaking, I am advised, the children are well treated by their employers.

There were only two children at headquarters on the occasion of my visit, September 3, 1910, and these were merely transients, changing situations.

Mr. A. B. Owen, general superintendent of Canadian agencies, makes this most gratifying statement: 'Many hundreds of old Barnardo boys who have barely attained their majority are to-day owners and masters of properties and are advancing rapidly in the way of independence and prosperity.'

On January 24, I paid my annual visit at the receiving and distributing home, 50 Peter street, Toronto. There were twenty-two little boys temporarily in residence, all, in appearance, properly dressed and cared for, and attending a private school which is connected with the home. The majority of these lads had previously been 'boarded out' in foster homes in various parts of Ontario, and were merely here awaiting to be sent to places.

Eight hundred of their wards are 'boarded out' in selected homes, usually a nearby small town or village where proper school privileges are available, and with persons who own a sufficient plot of land and keep a horse, cow and poultry, thus providing a moderate amount of work which would acquaint the child to some extent with farm and rural life.

Dr. Barnardo's Canadian operations have so expanded that it has been found necessary to permanently add a physician to their staff. When serious illness amongst the children wherever situated, is brought to their notice the doctor is sent to see and report on the condition of the child.

As previously stated, situations for the young immigrants are sought amongst farmers.

THE MARGARET COX HOME FOR GIRLS,

Peterborough, Ontario (Inspected January 25, 1911).

Forty-three girls were in residence. At this season many of the children complete their 'boarding out' term and return to Peterborough for a brief stay before being placed in service.

The children whom I inspected here to-day were, generally speaking, bright, healthy and well clad.

The home is under excellent management, and is splendidly arranged and kept up, and provides every necessary comfort for the children when for any reason they are returned.

A total of over 5,000 girls have been received and placed in homes and situations since the opening of the home.

THE CHILDREN'S AID SOCIETY OF LONDON, ENGLAND.

Canadian Immigration Agency, Winnipeg, Manitoba.

On September 7, I paid my annual visit of inspection to this agency. I found the reception home in good order, and the accommodation provided for their wards quite sufficient as very few of their young immigrants return to Winnipeg after being placed out owing to the great distances, but are sent from one situation to another.

For the first year their boys are paid a wage of six dollars a month and board, and for the second year on the farm eight dollars a month. For the third year their earnings vary from twelve dollars to twenty-five dollars a month, practically the wage of a man.

Rev. Mr. Fea informed me that a number of the society's older immigrants had taken up free grant homesteads and were quite prosperous farmers on their own account. He instanced a number of cases, but spoke of two boys who had only been in Canada three years before they took up land.

There has been, as usual, a greater demand on him from farmers of western Canada for juvenile labour than he could supply.

One of their wards was returned to England during the year, owing to chronic ill health.

Twenty-four juveniles whose ages averaged fifteen years were received and placed in situations in the early summer, nineteen of whom had previously done both farm and garden work in England.

'FAIRKNOWE HOME,' BROCKVILLE. ONTARIO.

Canadian Branch of Orphans' Homes of Scotland—Founded by William Quarrier.

One hundred and ninety-two children of whom one hundred were boys and ninety-two girls from the Scottish National Homes, Bridge of Weir, were received and placed in approved homes and situations during the past year.

The demand for the services of Scotch children for domestic and farm work has always been very great. The number of applications received in 1910 was 1,138, a very material increase over those of the previous year.

The new arrivals were placed in situations previously arranged for them with farmers in eastern Ontario, within a few days after their arrival at Brockville.

Rev. Mr. Grierson stated that every day he not only receives good reports of their wards, but employers, in nearly every case, are writing to have their indentures renewed for another year.

Twenty-seven marriages were reported. A good number of the older and experienced boys have gone to western Canada and are doing satisfactorily there.

A careful, personal supervision of the children is maintained by means of personal visitation and correspondence.

Their books, records and correspondence are systematically kept and information concerning each child is readily accessible. The health and behaviour of the children have been excellent.

There was only one lad in residence at this date, and his services are required about the home.

The home is admirably adapted for its purpose and the management is most creditable to Mr. Grierson, the superintendent.

Your obedient servant,

G. BOGUE SMART,

Chief Inspector of British Immigrant Children and Receiving Homes.

REPORT OF THE MEDICAL OFFICER.

OTTAWA, May 1, 1911.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to transmit my annual report relating to the medical inspection of immigrants during the fiscal year 1910-11.

The medical inspection carried on by this department has not been extended in any notable particular during the year; but owing to the increased immigration from Europe, additional medical officers have been required at the port of Quebec. Indeed, with the large number reaching there on some days, it is essential to have a change of inspectors as it is a trying and responsible task, and physical weariness might naturally lessen that watchfulness so necessary to the detection of less marked cases. As will be referred to later, the fact that 41 insane persons, arriving during the year, passed inspection and were subsequently deported, shows that every facility must be given for careful inspection at the seaports. The practice of two inspectors examining each immigrant at Quebec has proved advantageous in this matter of careful observation.

Reference was made in my last report to the fact that the requirements of the Immigration Act and the regulations relating to the detention of immigrants at ports of entry have resulted in increasing care being exercised in foreign countries in the selection of emigrants by steamship companies and others interested in the work. The provisions for this in Germany, as well as in England, were pointed out and the admirable quarters at German, Dutch and Belgian seaports were described in last year's report. It is learned, however, that some of the vessels doing the emigrant trade of the Baltic and German oceans have in some cases vessels so crude as to their facilities for bringing emigrants to British ports that in at least some Danish vessels there are still common steerages for both men and women, where there are three beds in a single tier, and the upper ones can only be reached by the iron ladder. A case of cholera, which reached Quebec last November from Southampton, had arrived in the Thames from Libau in Russia, after a voyage of six days. A personal experience on a vessel from Harwich to Antwerp leads me to conclude that conditions exist which would not be tolerated long on vessels coming into Canada. That the overcrowding and unsanitary conditions in such have a direct bearing upon the health of emigrants in transit to Canada may be assumed from the history of the cholera case already mentioned. The investigation of the sanitary conditions as regards especially overcrowding and ventilation of emigrant ships was investigated by me last summer, and many points of interest were set forth in my special report on the subject. The conclusions in brief arrived at are that, while modern shipbuilding has made great advances by equipping many of the larger new vessels with mechanical fan ventilation, as where one large ship has 15 inlet and 10 outlet fans by which 3,000,000 cubic feet of air may be pumped into the lower holds and steerage apartments per hour, yet there are still being built new vessels for the Canadian immigrant trade which, in regard to air space per immigrant and means for mechanical ventilation, are no great improvement over older vessels.

So long, however, as the regulation of the air space and number of persons allowed on ocean-going emigrant steamers is that of the British Board of Trade, which in round numbers provides that there may be as many emigrants to a compartment as one to each 100 cubic feet of air space, while there is no rule providing that each compartment must be provided with any definite amount of fresh air per capita, it is apparent that such conditions as are illustrated in the report of the United States Commission on Immigration, published last autumn, will continue. It is simply impossible, with an amount of fresh air supplied per person of from 300 to 500 cubic feet per hour, as shown by tests made by me on a ship of average class, to do justice, in the matter of health and sanitation, to emigrants even in good weather, to say nothing of the conditions during cold and wet weather. The fact of relatively few being detained on account of sickness, while showing the results of great care in the selection of emigrants in Europe, and of the fair treatment on shipboard, cannot neutralize the effects of a ten days' sleeping and of ten of living during the day in the steerage compartments of ships fetid with foulness from overcrowding and sometimes insufficient and most crude sanitary conveniences.

TABLE I.—Showing total Detentions on account of Disease with Rejections in 1910-11.

Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Debarred	Number in Hospital.
I. Contagious diseases	Measles	2	2	....	....
	Typhoid fever	1	1	....	....
	Erysipelas	3	3	....	....
	Malaria	1	....	1	....
	Mumps	2	2	....	....
	Totals	9	8	1	....
II. General diseases	Alcoholism	9	6	3	....
	Tuberculosis	21	10	10	1
	Adenitis	2	2	....	....
	Rheumatism	12	12	....	....
	Anæmia	3	3	....	....
	Diabetes	1	....	1	....
	Lupus	1	....	1	....
	Laryngitis	1	1	....	....
	Ascites	1	1	....	....
	Meningitis	1	1	....	....
	Marasmus	1	1	....	....
	Totals	53	37	15	1
III. Eye diseases	Trachoma	463	196	259	8
	Conjunctivitis	226	203	13	10
	Observation of eyes	308	220	63	25
	Cataract	1	1	....	....
	Blindness	2	2	....	....
	Ulcer of cornea	1	1	....	....
	Loss of eye	1	1	....	....
	Injury to eye	2	2	....	....
	Defective sight	20	5	15	....
	Keratitis	3	2	1	....
	Pterygium	1	1	....	....
	Blepharitis	1	....	1	....
	Ivitis	1	1	....	....
	Totals	1,030	635	352	43
IV. Nervous system	Insanity	11	3	8	....
	Observation of nervous system	1	....	1	....
	Paralysis	7	5	2	....
	Epilepsy	15	7	8	....
	Locomotor ataxia	4	3	1	....
	Convulsion	2	2	....	....
	Feeble minded	58	31	22	5
	Idiocy	8	3	5	....
	Imbecile	1	1	....	....
	Totals	107	55	47	5
V. Circulatory system	Heart disease	11	3	8	....
	Arterial sclerosis	14	....	14	....
	Phlebitis	1	1	....	....
	Goitre	5	1	4	....
	Varicose veins	13	....	13	....
	Totals	44	5	39	....
VI. Respiratory system	Tonsilitis	3	3	....	....
	Pneumonia	12	11	1	....
	Bronchitis	1	1	....	....
	Observation of lungs	41	24	17	....
	Pleurisy	1	....	....	1
	Asthma	1	1	....	....
	Totals	59	40	18	1

TABLE I.—Showing total Detentions on account of Disease with Rejections in 1910-11 —*Concluded.*

Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Debarred	Number. in Hospital.
VII. Digestive system........	Hernia........................	24	3	20	1
	Enteritis........................	4	4	....	....
	Diarrhœa........................	2	2	....	....
	Gastritis........................	4	4	....	....
	Appendicitis..................	1	1	....	....
	Totals..............	35	14	20	1
VIII. Genito-Urinary system	Syphilis........................	2	1	....	1
	Hydrocele......................	2	1	1	....
	Pregnancy......................	6	4	2	....
	Confinement....................	4	4	....	....
	Miscarriage....................	3	3	....	....
	Gonorrhoea......................	1	....	1	....
	Totals..............	18	13	4	1
IX. The skin...............	Psoriasis......................	2	1	1	....
	Disease of skin................	10	9	....	1
	Scabies........................	129	126	....	3
	Impetigo......................	2	2	....	....
	Eczema........................	7	7	....	....
	Sycosis........................	7	6	1	....
	Tinea..........................	12	12	....	....
	Pityriasis rubra..............	2	....	2	....
	Favus..........................	1	....	1	....
	Pediculosis....................	1	....	1	....
	Pruritis........................	1	1	....	....
	Totals............	174	164	6	4
X. Malformation and disease of old age and infancy................	Senility and Debility.........	19	4	15	....
	Abscess........................	23	22	1	....
	Deaf and dumb..............	9	9	....	....
	Deafness......................	2	2	....	....
	Curvature of spine...........	4	2	2	....
	Atrophy of leg................	1	1	....	....
	Totals..............	58	40	18	....
XI. Accidents..............	Dislocated hip................	1	....	1	....
	Dislocated shoulder..........	1	....	1	....
	Fracture of arm..............	1	1	....	....
	Loss of leg....................	2	2	....	....
	Loss of arm....................	1	1	....	....
	Injured hand..................	3	3	....	....
	For operation..................	1	1	....	....
	Broken leg....................	2	2	....	....
	Fracture of knee..............	3	1	1	1
	Injured on board.	3	3	....	....
	Lameness......................	3	1	1	1
	Synovitis of knee..............	2	2	....	....
	Totals.............	23	17	4	2
XII. Ill-defined causes........	Physical debility..............	54	10	43	1
	High temperature..............	51	48	3	....
	Diseased gland................	6	3	3	....
	Seasickness..	2	2	....	....
	Otitis..........................	2	2	....	....
	Diseased hip..................	5	5	....	....
	Follicular hypertrophy........	1	1	....	....
	General observation..........	137	130	7	....
	Totals..............	258	201	56	1
		1,868	1,229	580	59

The foregoing table indicates very well the high state to which inspection prior to sailing and inspection at the quarantines is being carried out. Compared with last year the contagious diseases included in Class I. are even more favourable, measles having been reduced to a minimum. From one ship alone, 71 cases were taken off or developed at Grosse Isle quarantine. The other diseases, all except mumps of a low degree of communicability, were few and unimportant.

In Class II., alcoholism has only the same importance as last year, 9 cases being detained, but tuberculosis shows 21 cases detained as compared with 15 last year. Of these, 10 were rejected. A number of cases of so unusual a form of rheumatism occurred in boys from a Barnardo home that it seemed rather the result of some common cause, possibly in their food; but a careful investigation by the ship's company and the superintendent of the home failed to discover any adequate cause.

Class III., which includes eye diseases, shows a remarkable falling off in those diseases. As has before been referred to, the increase of last year had a special relation to a new line of ships bringing immigrants from a continental port; but their difficulties became so many that they ceased carrying a class of undesirables, many of which had been refused by other steamship lines. The number has hence declined to that of previous years thus:—

	1908-9.		1909-10.		1910-11.	
	Detained.	Rejected.	Detained.	Rejected.	Detained.	Rejected.
Trachoma..	456	94	824	413	463	259
Conjunctivitis ..	330	1	227	4	226	13
Other diseases...	122	20	310	28	341	80

It is apparent, however, that the number debarred for trachoma was proportionately somewhat higher than during 1909-10, although more cases detained were classed under the heading 'observation.'

Under Class IV., the total number detained was 107, as compared with 85 in the previous year, but the total immigration has exceeded that of last year. The number detained for insanity was 11, as compared with 15, and 15 for epilepsy, as compared with 5, showing that the work done by ships' medical officers is greatly improving in accuracy since these cases are not liable to be discovered during the brief examination on landing. There were 67 feeble-minded, idiotic, and imbecile persons detained as compared with 52 in the previous year. No disease in the whole range coming under inspection is so likely to measure the care and intelligence of the medical inspection exercised as this class, so many of whom are on a border line between the effective and ineffective. Indeed the need for a careful study of this whole class is of the utmost importance in order that we may assure ourselves that ineffectives do not gain entrance to Canada except under very special circumstances.

Class V., diseases of circulatory system, has more than double the detentions when compared with last year, being 44 to 15, of whom 39 were debarred, most being 'old age' cases.

Class VI., or diseases of respiratory organs, has more than twice as many cases as last year, being 59 as compared with 26. Of these 41 were for observation of the lungs as compared with 7, showing that any suspicion of tuberculosis is followed up by detention and close and continued observation. A number of such, 17, were rejected most probably because tuberculosis was diagnosed.

Class VII., diseases of the digestive system, shows much the same low rate as last year, hernia, however, rather increasing, of which 20 in 24 were debarred.

Class VIII. has never reached any great importance, due largely to the high class of immigrants, and perhaps, too, to the difficulties of accurate diagnosis.

Class IX. The total cases in this class have greatly increased, especially in the matter of scabies which the reports indicate are chiefly detentions at Pacific ports.

Only one case of that difficultly curable disease, favus, was reported, but there were 12 cases of ringworm or tinea.

Class X., which includes malformations and defects of old age, were very few, obviously because of these being so readily detected that few would venture to take passage.

Similarly Class XI. is of minor importance, there being only 23 detentions on account of injuries.

Class XII. has an assortment of ill-defined causes, chief amongst which is the convenient term physical debility. Only 54 cases came under it, of which 43 were rejected. Included with these were 137 detained for general observation; a 'juste milieu' with regard to many cases which are on the borderland of effectiveness, whether mental or physical, being only possible where such are detained for some days and kept under surveillance. That there were not more is a tribute to the discrimination of the medical inspectors at trans-marine ports.

The following table gives the total number of immigrants deported during the year for any medical reason whatever. The total, 240, is approximately that of the previous year when it was 212, but it is considerably less proportionately, remembering the notable increase in the total immigration.

TABLE II.—Showing total deportations on account of disease in 1910-11, compared with deportations during 1909-10.

	1909-10.	1910-11.
Abscess	2	2
Accompanying patients	0	18
Alcoholism	0	9
Arteritis cerebral	0	1
Asthma	0	2
Trachoma	2	8
Cancer	0	1
Catarrh	0	1
Cystitis	1	0
Eczema	6	0
Epilepsy	8	10
General debility	27	1
Heart disease	4	3
Hernia	0	2
Insomnia	1	0
Injured	1	0
Idiocy	2	0
Imbecility	1	0
Insanity	95	121
Mental weakness	9	17
Malaria	2	0
Muscular atrophy	2	0
Neurasthenia	0	1
Nostalgia	0	1
Paralysis	3	2
Pregnancy	3	2
Rheumatism	8	2
Senility	3	1
Tuberculosis	30	33
Venereal disease	2	2
	212	240

A glance at the table at once indicates how the causes determining the deportation of cases have been operative so that year after year we find almost no new diseases entering in as causes of deportation, while of those which are causes, a series of years shows them to have much the same relative position in the list of causes. The list of medical causes separated from all causes shows 240 deportations in 1910-11, as compared with 212 in 1909-10.

There are three specific causes which play an important part as causes of deportation. These are alcoholism which, while having not a single case in 1909-10, had 9 in 1910-11. The next most important cause is tuberculosis of which there were 33 deported this year and 30 the previous year. The third, and as usual the most important cause is insanity, giving 95 deportations last year and 121 this year, or adding idiocy, imbecility and mental weakness, we have 107 in 1909-10, as compared with 138 in 1910-11. The only other cause of any account is trachoma, there being 8 deports, as compared with 2 in the previous year. Inasmuch, however, as there have been but 14 deportations from this cause in nine years, it is apparent that results in any uncured or recurrent cases have not been such as to make its victims dependent upon charity. As already remarked regarding detentions, the care exercised in Europe is eliminating more and more yearly trachoma from the list of detentions.

Reverting to the deportations due to tuberculosis a special study has been made of these since criticisms have been made regarding an assumed large number of tuberculous immigrants entering Canada. During the fiscal year, April 1 to March 31, there were in all 45 cases of tuberculosis brought to the attention of the department from all parts of Canada, or about 1 in every 7,000 immigrants arriving. In adidtion to these, there were 10 rejected at the seaports.

The following table gives the dates of arrival in Canada and the dates when reported to the department of all cases of tuberculosis.

TABLE III.—Showing total cases of tuberculosis reported to department from all Canada from April 1, 1910, to March 31, 1911.

One Arriving	Reported to Department.
April 1909	May 1910.
November 1909	April 1910.
October 1908	May 1910.
October 1909	May 1910.
April 1910	May 1910.
March 1910	May 1910.
September 1908	May 1910.
April 1910	June 1910.
May 1910	June 1910.
July 1909	June 1910.
May 1910	June 1910.
May 1910	June 1910.
July 1909	June 1910.
June 1907	June 1910.
May 1908	June 1910.
March 1910	July 1910.
May 1909	July 1910.
August 1905	August 1910.
March 1910	August 1910.
July 1910	August 1910.
May 1910	August 1910.
May 1906	August 1910.
March 1909	September 1910.
June 1910	September 1910.
November 1909	October 1910.
April 1910	October 1910.
?	October 1910.
September 1910	November 1910.
December 1909	November 1910.
April 1908	November 1910.
September 1909	December 1910.
August 1910	January 1911.
July 1910	December 1910.
May 1910	January 1911.
January 1910	January 1911.
November 1909	January 1911.
September 1910	January 1911.
December 1908	February 1911.
December 1907	February 1911.
October 1910	February 1911.
February 1910	February 1911.
March 1910	February 1911.
May 1910	February 1911.
January 1910	March 1911.
November 1910	March 1911.

It will be understood that this list will not quite tally with the actual deportations during the fiscal year, because on April 1, 1910, there were 10 cases carried over from the previous year, in regard to which action was pending. Out of the total 55 cases, 33 were deported. Dealing with those only reported during the fiscal year, it will be found as follows:—

Arrived in	Canada in	1905	1
"	"	1906	1
"	"	1907	2
"	"	1908	5
"	"	1909	11
"	"	1910	23
Year not given			2

Of the total number reported, 17 arrived in the first half of 1910 and 7 in the latter half, while the balance were patients who had arrived during some previous year. Of the 24 reported as having arrived during the fiscal year, 20 were reported within six months of their arrival, and may be considered as having the disease upon admission at some seaport. That all, however, ought to have been diagnosed as tubercular at the time of arrival at some port of entry is not reasonable since in some cases some intercurrent disease as typhoid breaks down the physical resistance, and what was a local becomes a general infection, and a rapid decline may follow. Assuming, however, that all were diagnosable, it is perhaps true as regards the other 21 reported. There were 10 who arrived in 1909, 5 in 1908, 2 in 1907, and two others in still earlier years. Remembering that there were 311,084 immigrants admitted to Canada, the 24 arrivals means one case of tuberculosis in every 1,200. As would be expected most were working people, there being 20 labourers, 3 domestics, 1 clerk, 3 in clerical work, 1 mechanic, while others were not given. Their distribution is of some interest and naturally is more or less related to the population of any particular centre. Thus Montreal had 8, Toronto 7, Winnipeg 9, Ottawa 5, London 3, Vancouver 2, Woodstock 2, Calgary 2, while there was 1 at Sydney, Carievale, Saltcoats, Carlyle, Fort William, Moosomin and Kingston. By nationalities there were 20 English, 5 Scotch, 3 Galicians, 3 Americans, 2 Austrians, 2 Finns, 2 Italians, 2 Russians, and 1 each of Macedonian, Hebrew, West Indian, Dutch, French and Belgian nationality. By far the largest number of deportations during the year was due to insanity. Not only are these cases the most unfortunate, but their relation to the expenditures incident to immigration is also of great importance. Under no conditions producers, their compulsory confinement means a necessary expenditure taken altogether of a notable amount annually.

The following table gives the total number of insane immigrants of whom the department has had official cognizance during the past year and of whom 121 were deported.

TABLE IV.—Showing the total number of cases of insanity reported to the department during the fiscal year, 1910-1911.

Year Admitted to Canada.	Number in each Year.	Province from which Reported.	Number of cases Reported	Number of Age Groups.	Number in each Group.
1911	5	Ontario	64	15–19	9
1910	75	Quebec	29	20–24	33
1909	43	British Columbia	38	25–29	45
1908	15	Manitoba	21	30–34	31
1907	12	Alberta	9	35–39	21
1906	7	Nova Scotia	6	40–44	14
1905	7	Saskatchewan	5	45–49	11
1904	6	New Brunswick	2	50–54	5
1903	1			55–59	2
1901	1			60–64	1
1900	2			65–69	....
				70–74	1
				75–79	....
				80–84	1
Total	174		174		174

A number of interesting facts are illustrated by these figures. By far the most important is that, of the total 174 cases dealt with, eighty were admitted during nine months of 1910 and the three months of 1911, and the question naturally arises 'Ought such to have been detected before admission?'

Several important facts assist in supplying an answer, viz.: (*a*) The fact that such persons previously must have been at large in their own country, and that apparently they were sane enough to do business and travel to seaports; (*b*) That they were examined at the seaport by the board of trade medical officer and the steamship company's medical officer, and passed; (*c*) That they were observed on the voyage by the steamship's medical officer for a week or more, and that these officers are required to report all such cases on arrival in port; (*d*) Finally such are examined in the routine manner by medical inspectors at the port of entry. It is, however, quite apparent that at least 80 cases broke down within the year of admission to Canada.

TABLE V.—Deportations, after having been admitted, by causes, from December, 1902, to March 31, 1911.

Causes.	Fiscal Year, 1902-1903.	Fiscal Year, 1903-1904.	Fiscal Year, 1904-1905.	Fiscal Year, 1905-1906.	Fiscal Period, Nine Months, 1906-1907.	Fiscal Year, 1907-1908.	Fiscal Year, 1908-1909.	Fiscal Year, 1909-1910.	Fiscal Year, 1910-1911.	Totals.
Abscess					2	1	2	2	2	9
Accompanying patients	4	3	1	4	35	26	21		18	112
Alcoholism					2	2	27		9	40
Anaemia							1			1
Arteritis cerebral									1	1
Asthma		1							2	3
Bad character							7	9		16
Blindness				1		2	3			6
Cataract						1	1			2
Defective Sight		1	1	6	4	5	11			28
Trachoma			2			1	1	2	8	14
Bright's disease						2	3			5
Bronchitis		1	1			3	1			6
Cancer		1		1			2		1	5
Catarrh									1	1
Chronic dysentery	1	2	1	1	1					6
Criminality		1	8	1	12	68	115	130	172	507
Crippled		4	4	8	4	4	11			35
Curvature of spine						3	1			4
Cystitis	1	1		1	2	1	1	1		8
Deafness						2	4			6
Diabetes					1		2			3
Dislocations	2					1				3
Drug habit						1				1
Eczema							1	6		7
Epilepsy	6	4	2	6	6	15	22	8	10	79
Fistula						1	1			2
General debility	7	8	7	18		60	97	27	1	225
Hæmoptysis	1	1								2
Heart disease	2	1	3	7	3	5	13	4	3	41
Hernia			2	3			8		2	15
Hemorrhoids	1									1
Hip disease							1			1
Insomnia		1				1		1		3
Injured						7	6	1		14
Kidney disease							1			1
Idiocy	1		4					2		7
Imbecility		1	1	1	2	2	35	1		43
Insanity	1	5	5	12	53	110	113	95	121	515
Mental weakness	7	8	2	17	20	43	1	9	17	124
Malaria						1		2		3
Muscular atrophy				1				2		3
Neurasthenia	1		1						1	3
Nostalgia							1		1	2
Paralysis		3	1	7		5	5	3	2	26
Pleurisy	1	1								2
Poisoning (lead)					1					1
Potts disease							2			2
Pregnancy						1		3	2	6
Prostitution		1		2		8	8	6	10	35
Public charge	14	19	19	18	28	309	1,074	348	289	2,118
Rheumatism	8	7	6	11	10	29	15	8	2	96
Senility						8	10	3	1	22
Sclerosis			1							1
Tuberculosis	8	8	13	6	13	67	54	30	33	232
Vagrancy				2		21	56	29	61	169
Varicose veins	1	1		3	2	5	6			18
Venereal disease		1	1			4	4	2	2	14
Violation of Immigration Act									12	12
Totals	67	85	86	137	201	825	1,748	734	784	4,667

Deportations, by Nationalities, from December, 1902, to March 31, 1911.

Nationalities.	Fiscal Year.									Totals.
	1902–3.	1903–4.	1904–5.	1905–6.	1906–7. (9 mo)	1907–8.	1908–9.	1909–10.	1910–11.	
African, South							1			1
Australian						1	1	4	1	7
Austrian, N.E.S.		1				4	17	4	10	36
Bohemian							3	1		4
Bukowinian			1			5	4		3	13
Galician	1		1	4	4	15	16	11	10	62
Hungarian, NES				1	1	3	1			6
Ruthenian							1	6	5	12
Slovak									1	1
Belgian				1	2	1	2	8	6	19
Bulgarian						65	74			139
Chinese			1		1	1	1	1	2	7
Dutch						10	12	3	2	27
French			1	1	3	4	18	11	12	50
German, N.E.S.		1			1	8	7	17	10	44
English	43	58	61	98	130	513	1,081	355	342	2,681
Welsh		1	2	3	2	2	1	5	3	19
Scotch	7	8	9	8	26	61	119	89	90	417
Irish		2	2	3	10	31	34	37	23	142
West Indian							3	1	6	10
Jamaican				1			1			2
Greek							32	2	11	45
Hebrew, N.E.S.			1	8	2	2	32	2	3	50
" Russian				1	2	6	11	1	5	26
" Polish						1		1		2
" Austrian							2		1	3
Italian	1	4	1		1	13	13	15	13	61
Japanese							4	1	1	6
Newfoundland								8		8
Polish, N.E.S.				1	1	8		2	3	15
" German								1		1
" Russian						1	3	1	1	6
" Austrian									1	1
Roumanian	1	1				2	42	3	2	51
Russian, N.E.S.					1	9	49	5	5	69
Finnish		4	1			2	3	4	4	18
Spanish							1			1
Swiss							2	2	1	5
Servian									7	7
Danish		2	2	2	1	6	4	2	3	22
Icelandic	3			1				1		5
Swedish	3	1	2	1	4	9	7	6	8	41
Norwegian	8	2	1	1	1	4	2	3	12	34
Turkish							20			20
Syrian						1	1	1	7	10
U.S.A. citizens				2	8	37	98	119	169	433
Negro						1	1			2
Hindoo							24	1	1	26
Totals	67	85	86	137	201	825	1,748	734	784	4,667

Deportations, by Provinces, from December, 1902, to March 31, 1911.

Province from which deports were sent.	Fiscal Year.									Totals.
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7. (9 mos.)	1907-8.	1908-9.	1909-10.	1910-11.	
Lower provinces.	....	2	....	3	2	14	19	24	25	89
Quebec	18	16	11	27	41	136	684	97	165	1,195
Ontario	3	3	8	19	79	383	907	378	349	2,129
Manitoba	46	64	67	88	66	226	48	97	121	1,074
Saskatchewan					3	19	27	19	23	
Alberta					4	24	14	63	55	
British Columbia	....	....	....	....	5	23	49	56	46	179
Yukon	....	....	....	....	1	....	....	....	....	1
Totals	67	85	86	137	201	825	1,748	734	784	4,667

The systematic inspection, both civil and medical, has gone on at seaports of entry for almost nine years, and a survey of the results as regards deportations and their causes is of much interest. No matter what theories may have been propounded nine years ago, or whatever fears may have naturally seized upon those Canadians, who had grown almost to middle age without seeing more than an occasional British immigrant, at seeing a type of face and of dress, whether of sheepskin or fancy head dress, appearing in their streets not as one but by hundreds, we have to-day nearly a decade of experience behind us, and while some may say the time is too short to judge of permanent influences and effects upon our social and national structure, yet we have a right to draw conclusions on two or three points which in the foregoing table seem to be perfectly clear.

As will be seen, there are only eight distinct causes which have carried the deportations during the period up to three figures, these being friends accompanying deported persons, as the children, husband or wife, 112; criminals, 507; general debility, 225; insanity, 515; mental weakness, 122; public charge, 2,116; tuberculosis, 231; and vagrancy, 169. If we add vagrancy to criminality, giving 676, and general debility to public charge, 2,341, and mental weakness to insanity, 637, it is evident that we have, with tuberculosis, before us only four broad causes so inseparable in all countries, so closely linked as to causation and effects that in any scientific formulation of the degenerative influences acting upon society in all civilized countries they may for practical purposes be looked upon as four causes against which all assaults upon immigration or defences for it, as factors affecting national prosperity, may be based. Hence we may very properly examine as to the proportion in which each of these causes has operated amongst peoples of different nationalities.

Without referring unnecessarily to the relation of any particular cause to any special nationality, the following table of deportations by nationalities throughout all the years holds good.

TABLE VI.—Table of deportations by nationalities for nine years.

Deportations in nine years.		Total immigrants.
English	1 to every 190 in	505,157
Scotch	1 to every 336 in	138,909
Irish	1 to every 290 in	41,001
Austro-Hungarian	1 to every 903 in	121,001
Italian	1 to every 1,046 in	63,817
Hebrew	1 to every 600 in	48,675
Russian	1 to every 564 in	38,950
German	1 to every 480 in	21,145
Swedish	1 to every 471 in	19,349
French	1 to every 324 in	16,236
Norwegian	1 to every 405 in	13,798
Japanese	1 to every 2,188 in	13,128
Finnish	1 to every 749 in	13,498
Chinese	1 to every 1,618 in	11,324
United States	1 to every 1,429 in	618,700

Remembering that the high type of most of the immigrants from the United States to the western prairies did not seem to make it necessary to make any systematic border inspection as to general health or personal qualities of immigrants during most of this nine year period, the very small proportion of these immigrants whom it has been found necessary to deport is very remarkable when compared with the deports of some others, such as British or French immigrants. The tables have, however, to be studied fairly in keeping with antecedent social conditions in the various countries from which immigrants have come in order that no unjust conclusions be arrived at. While it is doubtless true that, especially in the earlier years of the past decade, the old time traditions and practice in Great Britain of sending out physical and moral 'misfits' to the colonies, encouraged by law in the early half of last century, were followed, yet it will be remembered that quite apart from the actual needs of any immigrant the British Poor Law has for four centuries become so integral a part of the social fabric there that immigrants brought up under its influence have, when in need or distress or sick, without hesitation drifted to the refuges, houses of industry or hospitals in Canada as naturally as they did in England. That the system is liable to be abused is proved by the statistics of hospitals in Canada receiving departmental aid for caring for immigrants, since they show that over 90 per cent of all such patients have been English. That the system of encouraging dependence or pauperism is bad need hardly be argued; but that it is often easier to encourage than to regulate it may be illustrated by the actual returns of hospitals in Ontario. Thus, from 1882 the admissions to the hospitals receiving provincial aid increased from under 5,000 admissions per annum to 32,929 in 1901, while this number had increased in 1906 to 45,551.

While the application of the clauses of the Immigration Act would seem to be adequate to protect the hospitals and other charitable institutions in Canada against immigrants, who might take undue advantage of their open doors, yet it is not unimportant to warn the Canadian people against an abuse of charity which can only result in the demoralization of our own citizens, whether old residents or new comers, and the destruction of that individual independence which hitherto has been a just cause of pride to Canadians, together with the creation of a dependent class which now is the despair of all legislators in England and elsewhere.

Respectfully submitted,

P. H. BRYCE,

Chief Medical Officer.

BORDER INSPECTION OF IMMIGRANTS.

REPORT OF TRAVELLING INSPECTOR WILLANS.

The Superintendent of Immigration,
Ottawa.

Sir,—I beg leave to submit to you my third annual report. In the eastern district, extending from Toronto to Halifax, of which I have charge, there are at the present time fifty-four ports at which inspection takes place. At sixteen of these places railway lines cross the border, and there are thirty ports where boats from the American side call, whilst at other points there are public highways and bridges. The number of immigration officers in the above mentioned district is seventy-five.

During the past year improvements have been carried out which are proving to be a valuable assistance to the border work. The immigration law and regulations have been amended, orders in council have been passed, office and detention buildings have been erected by the transportation companies and a satisfactory arrangement has been brought about between the department· and the transportation companies with respect to the returning of parties who have been rejected at the border.

In the eastern district, office and detention buildings have been erected by the railway companies at the following points: Prescott, Cornwall, Athelstan, Highwater, Beebe Junction, Coaticook, Megantic and McAdam Junction. In all these buildings, with one exception, separate rooms for males and females, with lavatory accommodations, and an office for the inspector have been provided, and in addition to these, buildings are to be erected at Iberville Junction, St. Johns, P.Q., Comins Mills and Aroostook Junction. Offices for the inspectors have also been provided at St. Stephen, St. Leonards, Clair and St. Albans, Vt.

From the figures published with respect to the admission and rejection of persons at the boundary one cannot help being convinced of the very important work which is being accomplished. During the past year 121,451 persons were admitted at the border ports, whilst 15,004 were rejected as undesirable citizens for Canada. It will thus be seen that over 12 per cent of those who sought admission were rejected.

In view of these figures, showing such a large number of persons inspected, including those admitted and rejected, and taking into consideration the great variety of individuals with whom the officers come in contact and the many obstacles with which they have to contend, it is gratifying to be able to report that I have not received a single complaint during the past year from the travelling public with respect to the work or conduct of any of the officers under my charge, and so far as I know no such complaint has been made to the department. This I consider is good evidence that the officers are performing their difficult task in a gentlemanly manner, and that they are endeavoring to carry out the regulations with good judgment.

With respect to the criticisms which appear sometimes in articles in the public press regarding the border work, which in my opinion are very misleading and in many instances very unjust to the officers, I am satisfied that if the writers of such articles would visit some of the border towns and interview the mayors, police magistrates and other officials regarding the effect of the work in those towns, and would also spend a short time with the inspectors and see for themselves the class of men engaged as such, the difficult work which they have to perform, the undesirable classes they have to deal with, the abuse and insults which they often receive and their determination so far as they are able to rid Canada of these undesirable citizens, the writers would form a very different opinion of the men employed as immigration inspectors, and they would give a very different report regarding the importance of the border work, its results, and the manner in which it is being performed. It is now a little over three years since this work was commenced. To-day, there are 134 places where inspection takes place along the international boundary from coast to coast, and a staff of over 200 officers employed. There are 44 places where railway lines cross the border and over these crossings 173 passenger trains cross each way daily, Sundays excepted, and in addition to these there are the freight trains and excursion trains. There are also over 170 ports where boats from American ports call, and where inspection takes place, to say nothing of the many bridges and public highways. This gives some idea of the growth of the work and of the system by means of which Canada is endeavouring by a careful selection to admit those who will be a credit to the country and make good citizens, and to exclude those not suitable.

It is certainly a great and important work; a work which requires to be handled with care and good judgment. The duties to be performed by the officers are often delicate and difficult, and it is most essential that men of good character, capable of showing common sense and good judgment, should be selected and good salaries should be paid so that the services of the best men will be obtained and retained for these important positions. Instead of criticizing, finding fault or in any way attempting to put obstacles in the way, every true citizen of Canada should assist in any way he can to sustain our officers in the performance of their duties, in order that the border service may prove to be a means of assisting in building up a nationhood in Canada of which any country would be proud.

During the past winter I made a number of trips to Halifax where I boarded the White Star-Dominion Line steamers from Liverpool to Portland, Me., and on the journey round from Halifax to Portland I gave the Canadian bound passengers, who were to land at Portland, their civil examination. I was very much impressed with the excellent class of settlers arriving by these steamers and the large numbers who came during those months. In consequence of the type of these settlers, I had but few to reject. I would like to take this opportunity of expressing my appreciation of the satisfactory accommodation provided for me for the inspection of the passengers on the steamers, and for the courteous treatment extended towards me by the officials of the White Star-Dominion Line, and by the American officials at Portland.

In addition to the above mentioned steamers I also inspected a large number of the passengers arriving by the Thompson Line boats at Portland.

During the past year I have visited all parts of my district, and the more important points I have revisited several times, and I am pleased to report that I find the work in good shape, and the officers taking a keen and active interest in their duties. I have come in contact with a large number of the American border officials, and I am pleased to know that the best of harmony exists between the officers of the two countries and a great deal of time and inconvenience to passengers has been saved by the reciprocal arrangements existing between the officers of the respective countries.

Allow me to express my appreciation of the consideration you have given to my suggestions and recommendations during the year.

Your obedient servant,

T. B. WILLANS,

Travelling Immigration Inspector.

No. 2.

REPORT OF TRAVELLING INSPECTOR H. G. HERBERT.

(Central Border District.)

W. D. Scott, Esq.,
Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit my annual report as travelling immigration inspector for the year ending March 31, 1911.

On that date there were eighty-five immigration inspectors on duty in the Central Border District, of which I have charge. The following list arranged geographically enumerates the different ports and gives the number of inspectors on duty at each of the 43 ports in this district:—

Name of Port.	No. of regular Immigration Inspectors.	No. of Customs Immigration Inspectors.	Total.
Toronto..	1	..	1
Port Dalhousie..	..	1	1
Niagara on Lake and Lewiston, N.Y..	1	..	1
Queenston..	..	2	2
Niagara Falls..	5	5	10
Bridgeburg..	1	3	4
Fort Erie..	1	2	3
Erie Beach..	..	1	1
Crystal Beach..	..	1	1
Port Colborne..	..	1	1
Port Dover..	..	1	1
Port Burwell..	..	1	1
Port Stanley..	..	1	1
Rondeau..	..	1	1
Amherstberg..	..	1	1
Ojibwa..	1	..	1
Windsor..	6	7	13
Walkerville..	..	5	5
Wolf's Point..	..	1	1
Walpole Island..	..	1	1
Port Lambton..	..	1	1
Sombra..	..	1	1
Courtright..	..	1	1
Sarnia..	5	4	9
Point Edward..	..	1	1
Goderich..	..	1	1
Owen Sound..	..	3	3
Collingwood..	..	1	1
Midland..	..	1	1
Depot Harbour..	..	1	1
Parry Sound..	..	1	1
Little Current (Manitoulin Island)..	..	1	1
Cutler..	..	1	1
Blind River..	..	1	1
Thessalon..	..	1	1
Bruce Mines..	..	1	1
Sault Ste. Marie..	4	..	4
Port Arthur..	1	..	1
Fort William..	1	..	1
Fort Frances (Rainy River)..	1	..	1
Sprague..	1	..	1
On March 31, 1911, total.. ..	29	56	85
On March 31, 1910, total.. ..	25	52	77

During the year I made 113 separate visits to the ports in my district. In addition I spent three months in a special trip of inspection to all the international boundary ports west to the Pacific and to the ports on the Pacific coast (including Vancouver Island), as enumerated hereunder in geographical order.

Manitoba.—Emerson, Gretna, Bannerman.

Saskatchewan.—North Portal.

Alberta.—Coutts.

British Columbia.—Gateway, Kingsgate, Rykerts, Waneta, Paterson, Rossland, Cascade, Grand Forks, Carson, Midway, Myncaster, Bridesville, Keremeos, Upper Sumas, Huntingdon, Peardonville, White Rock, Vancouver, Ganges Harbour, Victoria, Nanaimo, Ladysmith, Union (Vancouver Island), Prince Rupert.

State of Washington.—Seattle.

Examination of Inspectors.—Between July 1 and December 31, 1910, during my visits to all the ports above named in addition to those in my own district, as many inspectors as possible were called upon to write answers to an examination paper concerning the immigration law, policy and practice in its operation. The results were, with few exceptions, most gratifying.

In other reports and compilations will be found the interesting figures in various form of this year's record immigration to Canada from south of the boundary line. I do not think it necessary that my report should deal further with these figures except in so far as they reflect upon the increased and excellent work of your staff of inspectors. Compare the figures for the three years since border inspection was first begun (April, 1908):

IMMIGRATION FROM UNITED STATES.

	No. admitted.	No. rejected.
1908–9.	59,832	4,580
1909–10.	103,798	8,997
1910–11.	121,451	15,404

and you will notice that the number of rejections for last year was nearly four times that of the first year and nearly twice that of the second. In my district, it is this part of the work which has occupied most of the inspectors' time and attention, and although the procedure in each individual case of rejection and deportation involves more routine work than formerly, and despite the exacting demands upon the time of inspectors of a general crusade of prosecution, to which I shall specially refer later, the work of the year was performed by a staff very little larger than that of last year.

Speaking generally, I cannot say too much in praise of the intelligent attention given to their work by the immigration inspectors in my district. At the busier ports they have worked hard and well. During the busier months, very long hours and trying duties fell to the lot of each officer upon the staff at Niagara Falls, Bridgeburg and Windsor. An excellent spirit pervades the service. This and the general personal interest in the work accounts for its success.

Holidays.—The arrangement whereby each officer now secures three weeks of annual leave, was much needed, and has been appreciated accordingly.

Sunday Inspections.—The few additional appointments which I am recommending will go far to remove the necessity of the inspectors working seven days in every week at the busier ports.

Office and Accommodations.—The completion by the transportation companies of office buildings and detention rooms at various points along the border has done much to make the inspection of immigrants easier and more agreeable to all concerned. It is a regrettable feature that, where most required, the supply of such accommodation has been longest delayed. On March 31, satisfactory accommodation had been supplied by the Michigan Central railroad at Windsor, Niagara Falls and Bridgeburg, by the Buffalo and Fort Erie Ferry Co. at Fort Erie, by the International Ferry Co. at Sault Ste. Marie. Since that date rapid progress has been made with six other buildings at different ports, and before this year ends I hope to be able to report a satisfactory supply of accommodation for the whole of my district.

Assistance from Customs Officers.—To the co-operation of the Customs Department the work owes much of its earlier success. At the less important ports it is advisable that the customs inspectors should continue to act as immigration inspectors, for in the performance of their own work they naturally and unavoidably acquire such information as no other government officers can acquire with as little effort or friction, and moreover they have time to give both customs and immigration work the fullest attention. At the busier ports, however, the conditions have changed. Near the United States border towns are thousands of those who have been rejected by our officers, hundreds who have been prosecuted for violation of the immigration law, and these people are from day to day employing every possible device to re-enter Canada, mislead the inspector or evade inspection altogether. The time has come when these methods must be checked by officers who give their whole attention to such work. Apart from this and the increasing attraction which Canada presents to others of the undesirable class, the more formal procedure required under the new law demands more time than we can reasonably expect from customs officers, whose own work is heaviest where our inspectors most need their assistance. The customs immigration inspectors are accordingly being replaced by regular immigration inspectors.

I am glad of an opportunity to refer to the excellent assistance given us by these officers, not only while in our service, but continued since they ceased to receive the nominal salary from our department. At Windsor, Sarnia and Niagara Falls this spirit of co-operation between the two services is all that it should be. I was impressed also with the valuable work of the customs-immigration inspectors in British Columbia.

Prosecutions for Violations.—One of the features of this branch of the service during the past year, was the frequency and vigour of the prosecutions in my district for offences against the law as it now stands. This was deemed necessary in view of the unsatisfactory conditions created by the insufficiency of former legislation, under which the powerlessness of an inspector to enforce his decisions, or, except in rare instances, to punish deliberate offenders, rendered his position not only difficult but often ridiculous. This condition has been relieved by the simple but effective procedure of the Immigration Act of 1910, and by the continued enforcement of its penal clauses. I might safely add that Canada's immigration inspectors were never better respected along the whole 3,700 miles of the international boundary than they are to-day.

The following are particulars of the prosecutions from the date of the passing of the new Act in May, 1910, to March 31, 1911, and refer to only four of the ports in my district:—

——	Informations.	Number withdrawn.	Discharged.	Convicted.	Amount of fines paid.
Niagara Falls	40	2	5	33	$ 808
Bridgeburg	37	..	..	37	758
Sarnia	32	..	..	32	685
Fort Erie	10	..	..	10	262
	119	2	5	112	$2,513

The following are a few of the offences which are most commonly met with:—

Assisting to land prohibited persons.

Resisting an officer.

Using another person's naturalization papers.

Returning to Canada after deportation.

Evading and eluding inspection.

Giving false information.

Impersonation and misrepresentation in various forms; by using letters, workmen's identification checks, &c., belonging to others.

Escaping custody.

Wrongfully claiming previous residence and entering with the 'return' portion of another's railway ticket.

The class of offence to which particular attention is now being paid is the entry into Canada of prohibited persons who seek to evade inspection by purchasing railway tickets from one United States point to another United States point upon one of the several lines carrying passengers through Canada 'in transit,' and by leaving the train at a port in Canada.

These prosecutions have been undertaken without legal assistance, except in one or two instances, by the inspectors themselves, who have never before had any experience of such work, and the results to date are, under the circumstances, very gratifying. Particular credit is due to Messrs. C. E. Willox and F. S. Dilworth, the inspectors in charge at Niagara Falls and Bridgeburg respectively, for their successful work in some most difficult cases. The gathering of evidence in these cases has required a great deal of time and careful work on the part of willing officers, in addition to their regular shift of inspection duties. When I add that, in the majority of cases, neither the defendant nor witnesses could speak or understand English, the difficulties will be better appreciated.

The experience gained by some of the officers in this work has qualified them to specialize in prosecution work, and it would be for the improvement of the service in general, if they were sent from port to port, that other officers, less favourably situated, might benefit from their experience.

To be an efficient immigration inspector now requires that one must be a man of many parts. I have noticed that several of the inspectors have within the year strongly developed the 'detective' instinct, and to this is due much of the success in the numerous prosecutions.

In only one case during the year was there any well founded complaint against any of your inspectors in my district, and much was made of that one complaint in the press throughout the Dominion. A prompt investigation followed, and the aggrieved person was fully satisfied with the department's action. The mistake of the officer was an accidental, and not a wilful one, but for months after the press echoed general comments upon 'border incivilities,' and the average reader was led to suppose that the whole border service had 'run amuck,' and that 'border incivilities' were the rule and not the exception. In justice to that officer, I should add that his services since that incident have been most satisfactory and valuable.

Immigration inspection, from its very nature, is most difficult to carry on without wounding some delicate susceptibilities, and if the press feel it their duty to advertise wholesale and unfortunate lapse of an officer who performs this necessary but thankless duty for his country's good, it is only fair that some consideration should be taken of the quiet, thorough and effective work which goes on from day to day. I recall the remarks of a much travelled United States citizen, whom I met at the boundary last year: 'Show me the inspector who can for any length of time carry out the instructions of the Immigration Department of either country without incurring some adverse criticism, and I will show you a man fit to represent either country at any of the courts of Europe.' Every officer is doing his best, and I am glad to say further that the department is doing its best to secure and retain the best men for this service.

Border inspection was far from popular at its inauguration; in fact, for a considerable time afterwards its wisdom and usefulness were severely questioned. Now, however, I feel safe in saying that the press of the country is unanimous in endorsing the present activity of your border inspectors. In the light of this earlier criticism, it was with pleasure that I read the following in a recent issue of the Toronto Globe:—

'IMMIGRATION AND GROWTH.

'Canada can afford to discriminate in the matter of immigration. While it may seem selfish and unreasonable to deprive foreigners of the better prospects of success which our general conditions afford, it is quite fair to take precautions against influences tending to lower our average standard of citizenship. We have not been sufficiently successful in solving the problems of growth to warrant us in keeping the doors open for all who may choose to come. Last year we deported 784 who were found to be physically unfit, or likely through evil tendencies to become recruits in our criminal population. This seems a large record, and it is made more conspicuous by the fact that during the same year 17,816 were rejected at the different ports of entry. This seems like a startling record, but as 15,404 were from the United States, it indicates nothing more serious than border activity in turning back the undesirable floating population.'

In conclusion, I take pleasure in referring to the friendly feeling which exists between the immigration inspection staff of the two countries, and to the spirit of co-operation which has been present along the international boundary.

Your obedient servant,

H. G. HERBERT,

Travelling Immigration Inspector.

PART III

SURVEYS

SURVEYS

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, September 6, 1911.

The Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report of the Topographical Surveys Branch for the year ended March 31, 1911.

During 1910 surveys under the Dominion Lands system were continued in the western provinces under the usual organization. Eighty-eight parties in all were employed, seventy-three of these being regular parties engaged for the season and fifteen being parties organized for special surveys and engaged for short periods only. Of the seventy-three regular parties, thirty-nine were employed by the day and thirty-four were working under contract. Those working under contract were engaged exclusively on township subdivision surveys, while of those employed by the day five were engaged upon the inspection of surveys executed under contract, eight on base lines and initial meridians and twenty-six on miscellaneous surveys and resurveys.

The weather throughout the season was on the whole very favourable for survey operations. In the southerly districts there was an unusually light rainfall, but surveyors in outlying districts to the north report that precipitation was ample and that grasses and wild plants, where found, were growing luxuriantly. The amount of work performed by each party during the season compares well with the work of previous years. The following is a statement of the average number of miles of survey per party for the last four seasons:—

1910	279 miles.
1909	412 "
1908	366 "
1907	364 "

The falling off in the mileage for 1910 is accounted for by the fact that during 1907, 1908 and 1909 a large proportion of the surveys were in prairie districts, while all the surveys of 1910 were in country more or less wooded.

One hundred and eighty-three whole townships and twenty-three fractional townships were completely subdivided, while a partial subdivision was made of four hundred and nine others. Complete resurveys were made of eight townships and a partial resurvey of one hundred and eighty-nine others.

The survey parties employed during the season were distributed as follows:—

Parties.	In Manitoba.	In Saskatchewan.	In Alberta.	In British Columbia.	Partly in one Province and partly in another.	Total.
Paid by the day	1	2	16	10	10	39
Under contract	1	12	21			34
Engaged for a short time only		5	4	6		15
	2	19	41	16	10	88

SURVEYS OF BLOCK OUTLINES.

Eight surveyors were employed on the surveys of base lines and initial meridians. These lines are situated in outlying portions of the country out of reach of railway transportation, and surveyors as a rule make arrangements to have supplies taken in over the winter roads and cached at convenient points in the vicinity of their work. One of their great difficulties is thus overcome, and they can push forward with their work without fear of the failure of their food supply for men and horses. In all, about nine hundred and ninety miles of governing lines were surveyed during the year. Each surveyor prepares a sketch map showing the topographical features of the country for twelve miles on each side of the base or initial meridian, and a report as to its natural resources, &c. In this way the department is furnished with much valuable information that cannot be obtained otherwise.

Mr. Wm. Christie, D.L.S., completed the survey of the eighteenth base and established the twentieth base across ranges one to nine, inclusive, west of the fourth meridian.

Mr. A. W. Ponton, D.L.S., continued the production of the fifth meridian to the north of township 112, and established the twenty-eighth base westerly therefrom across ranges one to seventeen, inclusive, and the twenty-ninth base across range one. He began this survey in the summer of 1909, but was retarded considerably by wet weather and by the loss of his supplies and instruments through an accident on Peace river. He found considerable areas along the meridian, and on the twenty-eighth base flooded from the heavy rains which were prevalent in that district. The survey of the twenty-eighth base will enable the department to subdivide the lands in the vicinity of Vermilion under the Dominion Lands system when the necessity arises. Mr. Ponton reports that the soil there is good and the country well suited for agriculture.

Mr. George McMillan, D.L.S., continued the surveys of the sixteenth, seventeenth and twentieth base lines west of the sixth meridian. He remained in the field during the whole year, and is now surveying the base lines and outlines of the block of three and one-half millions of acres conveyed by the province of British Columbia to the Dominion. The base lines already surveyed in this block will allow of the subdivision into townships of the district known as Pouce Coupé prairie.

Mr. A. Saint Cyr, D.L.S., surveyed the third meridian from township 60 to the seventeenth base line and established that base westerly across ranges one to twelve. His report shows that there are large areas of valuable timber in that region and extensive stretches of good farming land. On the north shore of Sled river in township 63, range 10, there is a settlement of half-breeds who have cleared the land, and are growing all the ordinary vegetables successfully, as well as hay and oats. Fishing, is, however, the great industry at present.

Mr. B. J. Saunders, D.L.S., had instructions to survey the nineteenth base line west of the fourth meridian. Owing to the scarcity of supplies, the extreme cold, and the great difficulties of making trails, he was compelled to abandon the work after the line had been established across five ranges only.

Mr. J. N. Wallace, D.L.S., beginning where he left off in 1909 produced the fourth meridian as far as the northeast corner of section 13, township 95. Mr. Wallace has had many years of experience on the survey of initial meridians and base lines in the western provinces, but he states that the difficulties of his surveys of 1910 were greater than any he had ever before encountered. His report which is published as one of the appendices of the report of the Topographical Surveys Branch gives an interesting description of the country through which that portion of the fourth meridian passes. A sketch map of the portion of the fourth meridian surveyed by Mr. Wallace in 1909 was published with the report of the Topographical Surveys Branch last year, but as no profile was then ready, a sketch map and profile for the whole portion of the line surveyed by Mr. Wallace in both 1909 and 1910 are published with the present report of that branch.

Mr. A. H. Hawkins, D.L.S., completed the survey of the twenty-first base line west of the fifth meridian. He began at the east boundary of range nineteen and produced the line east as far as the meridian. This base line passes through a fairly level country, about 60 per cent of which is fit for agriculture. This percentage can be greatly increased by proper drainage. The soil is good and the surface is covered with a luxuriant growth of grass and pea vine. All that is necessary to open up this valuable tract of country is railway transportation. Already large gardens are under cultivation at Atekamic and Wabiskaw lakes.

Mr. E. W. Robinson, D.L.S., during the summer of 1910 produced the principal meridian north to lake Winnipeg, and established the eighth base east of the principal meridian east to lake Winnipeg, and completed the survey of the ninth base west of the principal meridian. The country through which these lines run is mostly swamp and muskeg, rendering the surveys very difficult, but yet the whole distance of over one hundred miles was completed in six months.

During the winter Mr. Robinson produced the second meridian from township 56 to the sixteenth base and established the fifteenth base west of the principal meridian easterly from the second meridian to range twenty. From this base it will be possible to subdivide into townships under the Dominion Lands system the lands in the vicinity of The Pas, as the surveys are required. He reports that at present there is little land in that vicinity fit for cultivation, but thinks that, with proper drainage, it will make first-class wheat land.

TOWNSHIP SUBDIVISION SURVEYS.

Where contract rates for township subdivision are not applicable, parties under daily pay are employed to make the surveys. During 1910 nine parties were engaged upon these surveys.

Mr. J. R. Akins, D.L.S., subdivided portions of townships 21, 22 and 23, range 9, west of the fifth meridian. The object of the subdivision surveys in these townships was to enable the department to deal with lands covered by applications for coal leases. Before subdivision lines under the Dominion Lands system could be projected into these townships, it was first necessary to produce the sixth base line across ranges 7, 8, and part of 9, from the Elbow to the Kananaskis valley. This was also done by Mr. Akins. The country is very rough and survey operations are carried on under great difficulties. An idea of the accuracy which is obtainable under the present system of making surveys, may be gathered from the following statement by Mr. Akins:—

'We at length succeeded in getting both the line and triangulation over into the Kananaskis valley, and here we checked our work by measuring the side of a triangle which had already been calculated, and we found that the two checked to about a link.'

Messrs. W. A. Scott, D.L.S., and J. L. Lang, D.L.S., carried on subdivision surveys in the foot-hills of the Rocky mountains in the vicinity of Livingstone, Oldman and Southfork rivers. Both parties were greatly handicapped by smoke and fire, and were obliged to spend considerable time in assisting the Dominion fire rangers in fighting the fires. Mr. Scott, during the last part of the season, was employed on miscellaneous retracement and traverse surveys in southern Saskatchewan.

Messrs. J. Francis, D.L.S., J. B. McFarlane, D.L.S., O. Rolfson, D.L.S., and A. L. McNaughton, D.L.S., subdivided townships along the Saskatchewan, Brazeau and Pembina rivers in which coal claims are located. The country is very rough and covered with fallen timber which renders survey operations slow.

Mr. A. L. Cumming, D.L.S., was engaged in projecting township subdivision westerly along the line of the Grand Trunk Pacific railway, from range 25 to the sixth meridian.

Mr. W. A. Ducker, D.L.S., made the necessary surveys of township outlines to define the limits of Porcupine forest reserve west of the north end of Lake Winnipegosis.

CORRECTION, RESTORATION AND MISCELLANEOUS SURVEYS.

Traversing of lakes and rivers, correcting errors in previous surveys, retracing erroneous lines and restoring obliterated monuments, are some of the miscellaneous surveys which are done by parties under daily pay.

Mr. C. F. Aylsworth, D.L.S., was occupied on resurveys in southeastern Saskatchewan, and retracement surveys in Manitoba.

Mr. W. F. O'Hara, D.L.S., resurveyed a number of townships along the international boundary in Alberta. He also subdivided the Royal Northwest Mounted Police reserve at Pincher Creek, and made a survey of villa lots at Waterton lakes in townships 1, ranges 29 and 30, west of the fourth meridian.

Mr. P. A. Carson, D.L.S., was employed on small miscellaneous surveys in southern Saskatchewan and Alberta. His work included the correction of errors in the original subdivision, the re-establishment of lost corners, the traverse of water areas, and investigation of dried up lakes and resurveys applied for. In all he completed about fifty separate jobs during the season.

After the close of his operations in the mountains of British Columbia, Mr. M. P. Bridgland, D.L.S., was employed on miscellaneous surveys in Alberta and Saskatchewan, similar to those performed by Mr. Carson.

Messrs. Carl Engler, D.L.S., E. L. Burgess, D.L.S., and F. H. Kitto, D.L.S., all permanent members of the office staff were sent to the field for short periods to make special surveys for the department.

Mr. Engler determined by latitude observations the position of the northern boundary of Alberta, and made a survey of Smith Landing settlement.

Mr. H. W. Selby, D.L.S., made a settlement survey at McMurray and Athabaska Landing, and an adjustment of settlers' claims at these places. On his return trip from McMurray, Mr. Selby was accidentally drowned in the Athabaska river. He had been connected with departmental surveys more or less since 1883, and continuously since 1902. He was a devoted public servant, and was selected for the difficult task of adjusting claims in these settlements on account of his tact, fidelity and excellent judgment.

Mr. Wm. Ogilvie, D.L.S., surveyed a water-power site for the city of Prince Albert, at Cole Falls on Saskatchewan river.

Mr. W. Thibaudeau, C.E., was employed on a reconnaissance of Winnipeg and English rivers to determine the most suitable locations for storage reservoirs for water-power development

Other surveyors employed for short periods only on miscellaneous surveys, such as small traverses, timber berths, &c., were Messrs. G. B. Bemister, D.L.S., H. P. Keith, D.L.S., H. G. Phillips, D.L.S., W. R. Reilly, D.L.S., J. E. Woods, D.L.S., and H. B. Proudfoot, D.L.S.

BRITISH COLUMBIA SURVEYS.

Eight parties continued the subdivision of Dominion lands in the railway belt, British Columbia. They were in charge of Messrs. J. E. Ross, D.L.S., G. H. Blanchet, D.L.S., D. A. Smith, D.L.S., P. B. Street, D.L.S., W. J. Deans, D.L.S., A. Lighthall, D.L.S., T. H. Plunkett, D.L.S., and L. D. N. Stewart, D.L.S.

Mr. A. W. Johnson, D.L.S., continued a survey of villa lots at Woodhaven on the North Arm of Burrard Inlet.

Messrs. A. J. Campbell, D.L.S., and R. D. McCaw, D.L.S., continued the examination and classification of the vacant lands in the valleys of the railway belt, British Columbia. Mr. Campbell worked in the New Westminster district and had under his direction a sub-party in charge of Mr. G. A. Bennett, D.L.S. Mr. McCaw worked in the Kamloops district and had a sub-party in charge of Mr. A. V. Chase, D.L.S. By the classification the lands are divided into fruit lands, farming lands, grazing lands, timber lands and worthless lands.

Mr. M. P. Bridgland, D.L.S., continued the triangulation survey through the Selkirk mountains which had been begun by Mr. P. A. Carson, D.L.S., in 1908 and 1909.

Mr. E. Bartlett, D.L.S., made an investigation of squatters' claims in the railway belt, British Columbia, in the vicinity of Golden in the Upper Columbia valley.

Messrs. J. H. Brownlee, D.L.S., P. C. Coates, D.L.S., J. A. Kirk, D.L.S., and G. L. Williams, D.L.S., were employed for short periods on the survey of timber berths.

INSPECTION SURVEYS.

The same five parties as in previous years were engaged the greater part of the season on the inspection of surveys made under contract.

Mr. E. W. Hubbell, D.L.S., was again working in the Prince Albert district. In addition to the inspection of the surveys performed under contract in that district he resurveyed two townships near Prince Albert. During the season he travelled with his outfit over 1,700 miles by rail and over 1,000 miles by trail, not including the number of miles travelled daily to and from work.

Mr. P. R. A. Belanger, D.L.S., carried on inspection in eastern Manitoba. For a considerable part of the time he was engaged on all miscellaneous surveys in Manitoba and Alberta, which he completed to the number of forty-five. He also made a survey of Bender settlement in township 19, range 1, west of the principal meridian.

Mr. C. F. Miles, D.L.S., inspected the contract surveys in the district northwest of Battleford. He also made a restoration survey of two townships north of Maple Creek and a resurvey of three townships near Prince Albert.

Mr. G. J. Lonergan, D.L.S., in addition to inspection made miscellaneous resurveys and traverses in ten townships, as well as a resurvey of lots 1 to 6 Lac la Biche settlement.

Mr. L. E. Fontaine, D.L.S., inspected contract surveys west of Edmonton, and performed a small number of miscellaneous surveys in that district.

STATEMENT OF MILEAGE SURVEYED.

The following is a comparison of the mileage surveyed every year since 1908:—

Nature of Survey.	April 1, 1908, to March 31, 1909.	April 1, 1909, to March 31, 1910.	April 1, 1910, to March 31, 1911.
	Miles.	Miles.	Miles.
Township outlines	2,019	2,089	2,376
Section lines	16,985	16,326	11,849
Traverse	3,323	2,413	2,758
Resurvey	2,175	3,876	906
Total for season	24,502	24,704	17,889
Number of parties	67	60	64
Average miles per party	366	412	279

The following tables show the mileage surveyed by the parties under daily pay and by the parties under contract:—

WORK OF PARTIES UNDER DAILY PAY.

—	April 1, 1908, to March 31, 1909.	April 1, 1909, to March 31, 1910.	April 1, 1910, to March 31, 1911.
	Miles.	Miles.	Miles.
Township outlines	512	861	1,178
Section lines	1,004	1,066	1,487
Traverse	1,158	1,324	462
Resurvey	2,175	3,808	835
Total for season	4,849	7,059	3,962
Number of parties	36	34	30
Average miles per party	135	208	132

WORK OF PARTIES UNDER CONTRACT.

—	April 1, 1908, to March 31, 1909.	April 1, 1909, to March 31, 1910.	April 1, 1910, to March 31, 1911.
	Miles.	Miles.	Miles.
Township outlines	1,507	1,228	1,198
Section lines	15,981	15,260	10,362
Traverse	2,165	1,089	2,296
Resurvey	....	68	71
Total for season	19,653	17,645	13,927
Number of parties	31	26	34
Average miles per party	634	679	410

COST OF SURVEYS.

The following statement shows the average cost per mile of surveys executed by surveyors under daily pay and by surveyors under contract:—

—	Surveyors under Daily Pay.	Surveyed under Contract.
Total mileage surveyed	3,962	13,927
Total cost	$388,606	$376,477
Average cost per mile	$98 08	$27.03

NOTE.—Owing to the nature of their work the parties under Messrs. E. Bartlett, P. R. A. Belanger, G. B. Bemister, E. L. Burgess, J. H. Brownlee, A. J. Campbell, P. C. Coates, C. Engler, L. E. Fontaine, E. W. Hubbell, A. W. Johnson, H. P. Keith, J. A. Kirk, F. H. Kitto, G. J. Lonergan, C. F. Miles, R. D. McCaw, W. Ogilvie, H. G. Phillips, H. B. Proudfoot, W. R. Reilly, H. W. Selby, W. Thibaudeau and G L. Williams are not included in the statement of mileage for the year ended March 31, 1911.

The high average cost per mile of $27.03 for contract surveys, as compared with $17.97 for 1909, is due to the fact that all the townships subdivided during 1910 were wooded, while of those subdivided in 1909, 169 were open prairie: the relative rates per mile for surveys in open prairie and in solid bush are as $7.50 to $31.

The average cost per mile for surveys performed under day pay increased from $49.33 in 1909, to $98.44 in 1910. The average per mile for block outline surveys was $175, as compared with $167 in 1909. When the party under Mr. J. B. Saunders, D.L.S., is omitted from the calculation, the average cost per mile for block outline surveys is found to be about ten dollars per mile lower in 1910 than in 1909. Mr. Saunders was compelled to abandon the survey of the nineteenth base line west of the fourth meridian when only a few miles had been run, but after all the initial expenses of organization, travel, &c., had been incurred. Other factors to increase the average cost of the surveys in 1910 were the larger number of parties working in the foothills in Alberta and in the railway belt in British Columbia, and the smaller number engaged upon miscellaneous surveys, resurveys and restoration surveys in other parts of Alberta and in Saskatchewan and Manitoba. Owing to the nature of the country, surveys in the foothills and in British Columbia are much more difficult than in the level and settled districts, and consequently slower and much more expensive. The average cost per mile of surveys in the foothills in Alberta during 1910 was $79, and in British Columbia $85, while the cost in Saskatchewan and Manitoba and other parts of Alberta was $33 per mile.

DESCRIPTIONS OF TOWNSHIPS.

Descriptions of the townships subidived during the year have been compiled from the surveyors' reports, and will be published in a separate volume.

The subdivision surveys performed prior to March 31, 1910, those made between that date and March 31, 1911, and the resurveys executed during the same period are shown in colours upon the map which accompanies the report of the Topographical Surveys Branch.

MANUAL OF SURVEY.

The seventh edition of the Manual of Survey, which at the time of the issue of last year's report was in the hands of the printers, has since been published and distributed to Dominion land surveyors, and to the members of the office staff.

CONFERENCE OF SURVEYORS-GENERAL.

At the Colonial Conference held in 1907, the following resolution was adopted:—

'That it is desirable that reciprocity should be established between the respective governments and examining authorities throughout the Empire, with regard to the examination and authorization of land surveyors, and that the memorandum of the Surveyors' Institution on this subject be commended to the favourable consideration of the several governments.'

At the suggestion of the Surveyors' Institution, of London, a conference of the surveyors-general of the colonies was called by the Imperial government, to meet in London on October 24, 1910, to discuss the question of reciprocity in the authorization and examination of surveyors throughout the Empire. By order in council of July 21, 1910, I was authorized to attend the conference and proceed to London for that purpose. At the last moment it was found that circumstances in connection with the establishment of the Union of South Africa prevented the representation of the Union at the conference. Moreover, the New Zealand ministers and the state governments of Australia, expressed the wish that the conference should be postponed to the next year, and it was postponed accordingly.

CORRESPONDENCE.

The correspondence of this branch consisted of:—

Letters received	11,304
Letters sent	13,580

ACCOUNTS.

The Accountant's record shows:—

Number of accounts dealt with	876
Amount of accounts	$961,340
Number of cheques forwarded	3,298

OFFICE STAFF.

The office staff of the Topographical Surveys Branch at Ottawa consists of one hundred and twenty-six employees, or an increase of thirteen over last year. A list of the staff is given as Appendix No. 9 of this report.

Eighteen appointments were made to the staff, three employees were transferred to other branches of the department, and two resigned.

The appointments were Messrs. M. T. O'Meara, A. C. Pick, R. C. McCully, J. N. H. Gagnon, E. E. LaBeree, G. S. Jones, C. P. Dubuc, G. H. Cagnat, O. E. Fournier, C. M. Ross, A. H. Beaubien, C. Baril, Jas. Howie, W. A. Purdy, J. H. Brigley, B. J. Roe, J. A. Watson and H. E. Hare. Messrs. A. L. Cumming and G. C. Webb resigned, while Mr. A. Paquette was transferred to the Registration Branch, and Messrs. F. H. H. Williamson and B. E. Norrish to the Railway Lands Branch.

CHIEF DRAUGHTSMAN'S OFFICE.

(*P. B. Symes, Chief Draughtsman.*)

The six sections into which the draughtsmen are divided have continued during the past year on the same lines as before with very little change in the nature of the work or the methods of handling it.

The sketch maps now furnished by surveyors of base lines give valuable information, and together with the sketches accompanying progress reports from other surveyors in the field, now made to supply more information than formerly, provide better material for mapping the country and arranging for subsequent surveys than was previously available.

The number of township plans compiled and drawn for printing is considerably in excess of the number issued in previous years. This is due chiefly to the greater proficiency attained by the draughtsmen employed, as the number of men available has been about the same as last year; there are still, however, large arrears to be made up before this part of the work can be brought down to date. We have been unable to continue the issue of topographical plans of the townships owing to the pressure of other work, although a considerable amount of compiling has been done: one plan covering four townships was printed as an experiment. It is hoped that this very desirable series of plans can be proceeded with before long.

The miscellaneous business, inquiries as to surveys made or proposed, areas, corner monuments, actual or supposed errors in lines, petitions for resurveys, &c., continues to steadily increase.

Details of work in the different sections are given in the reports below by the several heads of sections, and the usual schedule of work executed during the twelve months is added in Appendix No. 5.

CHIEF DRAUGHTSMAN'S OFFICE—FIRST SECTION—SURVEY INSTRUCTIONS AND GENERAL INFORMATION.

(*T. E. Brown, Chief of Section.*)

Twenty-one men are employed in this section, the work in general being the preparation of instructions for the surveyors who are engaged in field operations, the care of the office registers, the issuing of preliminary plans, the answering of inquiries from settlers and others, and the preparation of the annual report of the branch.

During the winter months sketches showing previous surveys are compiled for those districts where it is probable that subdivision surveys will be extended during the following season. In addition, information is collected as to the nature of the country, Hudson's Bay Company's posts, Indian reserves, trails, &c. In March and April, as a rule, we are notified of the surveyors selected to take charge of parties under daily pay and of those to whom contracts are awarded. Notifications are at once sent out informing each surveyor of the nature and location of his surveys: detailed instructions are furnished later. During the year one hundred and eighty-two drafts of instructions were prepared involving the compiling of 1,115 sketches, and 35 maps and tracings.

While in the field surveyors are required to furnish to the office sketches showing the progress of their work. Entries in the office registers show that 1,206 progress sketches were received, and that surveyors furnished also 466 books of field notes for township surveys, 294 books and 509 plans, sketches, &c., for miscellaneous surveys, 278 timber reports, 123 statutory declarations of settlers, and returns for 987 magnetic observations, and for 48 timber berths. General reports on their survey operations were received from forty-three surveyors.

Their examination having been completed, 772 books of field notes were placed on record, together with 273 plans of miscellaneous surveys and 123 statutory declarations.

Plans of 740 townships and of 13 settlements or townsites were received from the lithographic office, entered into the registers and distributed, as well as 84 sectional maps and 184 miscellaneous plans.

Preliminary plans were issued for 347 townships.

Eighteen hundred and twenty-seven communications from settlers and others, and inquiries from other branches were received and dealt with; to do this required the preparation of 2,606 sketches, 99 maps and tracings, and the copying of 627 pages of field notes. Thirteen descriptions of parcels of land were drafted.

The compilation of a set of maps to illustrate discrepancies in the surveys and to show closings of township surveys was continued throughout the year: six new sheets were made, and twenty-one revised and brought up to date.

Two thousand four hundred and twenty-five files were received from the Correspondence Branch for use in the work of this branch. Four thousand eight hundred and thirty-one draft letters and memoranda were written.

Eight hundred copies of the seventh edition of the Manual of Instructions were distributed.

CHIEF DRAUGHTSMAN'S OFFICE—SECOND SECTION—SURVEYS IN MANITOBA, SASKATCHEWAN AND ALBERTA.

(*T. S. Nash, Chief of Section.*)

The examination of surveys in the Yukon Territory has been added to the work of this section, so that now the section has charge of the examination of the survey returns of all Dominion lands except those in the railway belt of British Columbia. The average strength of the staff for the year was twenty-four men.

In connection with subdivision surveys, sketches sent in by surveyors showing the progress of the work in the field are examined to see that the surveys are being made correctly and in accordance with the instructions. These sketches form the basis for the advances made to contractors. During the year, 978 progress sketches were received and examined, 411 having been sent in by surveyors employed by the day, 403 by contractors, and 164 by inspectors.

When a surveyor's final returns are received, a cursory examination is made of them to detect any serious discrepancies or omissions, and, if necessary, they are returned to the surveyor for correction. Compiled plans are then made from these returns. Plans of 805 townships were compiled and sent to the draughtsmen to be drawn for reproduction, which number includes the first edition plans of 234 townships. An examination was made of 314 subdivision surveys, 260 township outline surveys, and 142 miscellaneous surveys. Compiled plans of 13 miscellaneous surveys were also sent to the draughtsmen, including a plan of McMurray settlement, in northern Alberta, and a plan of resurvey of St. Albert settlement.

When compiling, a very careful examination of the returns of the new survey is made, and a memorandum of any discrepancies or omissions is sent to the surveyor; 408 such memoranda were sent, and 374 replies were received, and the necessary corrections made in the final returns.

Twelve hundred and seventy letters in connection with the year's work were drafted.

On May 25 the work of examining Yukon Territory surveys was transferred from the fifth section, as the staff there was not large enough to attend to this work. The examination of these returns is up to date though the plotting is not, owing to a lack of proper connections and base line surveys. Throughout the year 118 group lot surveys were examined, including 47 received the previous year; 21 base line surveys were also examined, 8 of which were previously received. Of these 45 group lots and 4 base lines were plotted on the Yukon Territory plans.

The question of issuing plans of the Yukon survey for the convenience of the public has been under consideration, and it is proposed to undertake this work during the coming year.

The reports of the inspectors of contract surveys are examined and dealt with in this section; a detailed description of the method of inspection was published in the report of last year. Reports on the inspection of 29 contracts were received during the year, and 30 contract accounts were prepared and closed.

The number of odd jobs dealt with by this section is steadily increasing. One hundred and ninety-five requests for information concerning surveys were received from other branches of the department involving the calculation of 990 areas. Two hundred and twenty-nine plans of road diversions submitted by the provincial governments of Saskatchewan and Alberta were examined.

The plans and notes of 33 timber berths were examined, comprising 152 blocks whose boundaries totalled 1,202 miles of survey and whose area is approximately 770 square miles.

Fifty-five plans of right-of-way of railways were examined, the mileage of which amounted to 1,268 miles. As several of these plans were in duplicate or triplicate, the gross mileage of plans examined was 3,016.

CHIEF DRAUGHTSMAN'S OFFICE—THIRD SECTION—DRAWING FOR REPRODUCTION.

(*C. Engler, Chief of Section.*)

The staff of this section, during the past year, has been steadily engaged in the preparation of plans for printing, and nothing has interrupted the work. The personnel of the staff is fourteen, one more than last year, as two new appointments were made, and one clerk was transferred to the second section.

The work is steadily increasing as may be seen from a comparison of the number of township plans issued during the last four years.

1907–08	plans issued	568
1908–09	"	612
1909–10	"	713
1910–11	"	808

Besides township plans many plans of townsites, settlements and other surveys were made as well as work of a miscellaneous character. The total number of such plans and odd jobs was 231; this includes maps to accompany the report of the branch, the astronomical field tables, diagrams showing altitude of Polaris, and plans to accompany orders in council.

The small printing press is constantly in use printing foot-notes and titles for plans, labels and forms for office use, and many kinds of lettering formerly done by hand.

The method of preparing plans for printing has been fully described in former reports, and no important changes have been introduced during the year. The copying of the plan by means of the tracing frame, the addition of all letters and figures by means of type held in a small tripod, and the addition of all foot-notes, titles, &c., by means of the small printing press, are still followed. An effort is now being made to print such foot-notes and titles directly on the plans instead of printing them on slips of paper which are then pasted to the plans. This, of course, is possible only with the smaller plans as the larger plans cannot be put into the press.

Among the members of the staff of this section are an engraver, a lithographic artist and a mechanical draughtsman. Though not employed by the department in these capacities, their services are made use of when the occasion arises. During the past year the engraver numbered all the technical instruments such as transits, watches, cameras, &c., in the possession of the branch, the artist has been called upon frequently to design coloured covers for pamphlets issued by the department, and the mechanical draughtsman makes the drawings of alterations in instruments, &c. Another clerk is an engrosser, and although there is not much necessity for such work, it has occasionally been found useful in adding titles to photographic albums.

CHIEF DRAUGHTSMAN'S OFFICE—FOURTH SECTION—BRITISH COLUMBIA SURVEYS.

(*E. L. Rowan-Legg, Chief of Section.*)

The work of this section has been the examination of surveyors' field notes, subdivision surveys, timber berths, mineral claims and miscellaneous surveys. Township and quarter township plans have been compiled, the latter supplanting the former in greater numbers each year, as the information required to be shown increases. The work of compiling some of these plans is difficult and tedious on account of the number of field notes of both Dominion and provincial surveys which have to be consulted.

Much time is often taken up replying to requests for information; in many cases a simple question requires a long search through field notes and correspondence on files.

As the number of surveyors engaged on subdivision was double that of the previous year, the work of preparing instructions and making sketches to accompany the same was greatly increased.

In 1909, Mr. A. W. Johnson made a survey of villa lots at Woodhaven in sections 23, 24 and 25, fractional township west of township 39, west of the coast meridian, and a plan of the survey was compiled in this office. Considerable trouble and delay arose in compiling this plan; the returns were only pencil field notes, as the surveyor had to undertake other important work before completing his returns of the survey, and a large number of calculations had to be made by the compiler. A plan to accompany a pamphlet on Woodhaven was also made.

Plans of the towns of Yale and Golden were issued during the year.

The staff of this section consists of nine men, which is the same as last year.

The work of this section consisted of:

Preliminary plans issued	56
Township plans compiled	113
Townsite plans compiled	2
Plans and sketches made	312
Returns of township subdivision examined—	
Books	27
Plans	31
Returns of miscellaneous surveys examined—	
Books	8
Plans	15
Returns of timber berths examined	31
Returns of mineral claims examined	16
Letters and memoranda written	1,064
Returns of timber berths made	1
Requests for various information dealt with	841
Letters of instructions drafted	109

CHIEF DRAUGHTSMAN'S OFFICE—FIFTH SECTION—MAPPING.

(*J. Smith, Chief of Section.*)

The staff of this section has been increased from nine to thirteen; but the amount of absence, due to sickness, has been equivalent to the absence of one man the whole year.

The only Yukon work done by this section was the registering of returns of surveys received, and the examination and correction of about four hundred photocopies of plans that are filed in the Dawson office. On May 25, 1910, all the Yukon work was transferred to the second section.

The sectional map work is as follows:—

Sectional maps, 3 miles to an inch, reprinted	38
Sectional maps, 3 miles to an inch, revised	56
Sectional maps, 6 miles to an inch, reprinted	46
New tracing, 2 miles to an inch	16
Proofs examined	45
Letters and memoranda written	366
Letters and memoranda received	163
Returns of timber-berth surveys used in compiling	248
Township plans used in compiling	568
Plans of railways used in compiling	51
Field books of surveys used in compiling	215
Plans of surveyed roads used in compiling	377
Plans of Indian reserves used in compiling	46
Post office names and positions checked and compiled	758

The following miscellaneous work was also done by this section:—

A plan of the subdivision of Woodhaven was plotted and two tracings made, together with a small key map showing the position of Woodhaven.

A revised and enlarged index map was made as copy for the engraving of a new map which includes the 'Peace River Block,' and as far north as Lake Athabaska.

The work of reproducing A. O. Wheeler's map of part of the Rocky mountains was prepared for the photographer, and a portion of the map of the Selkirk range was traced for the same purpose.

CHIEF DRAUGHTSMAN'S OFFICE—SIXTH SECTION—SCIENTIFIC AND TOPOGRAPHICAL WORK.

(*G. B. Dodge, Chief of Section.*)

CORRESPONDENCE.

Letters received and referred to this section..	435
Letters of instructions prepared..	44
Draft letters prepared..	546
Office memos sent..	278

LEVELS.

All the surveyors on base lines are required to run levels. Bench marks are established at intervals not greater than one mile apart. Whenever it is at all possible these bench marks are cut in the rock, a mark being cut with the cold chisel. Where rock is not available trees may be used, the trees being blazed and the letters B.M., with the number of the bench mark being cut on the tree. A photograph of a tree bench mark is published with the report of the Topographical Surveys Branch. The descriptions of the bench marks are given, and they are referenced by the chainage on the line and the approximate distance north or south. The difference of elevation between successive bench marks is checked either by a second independent line or by a system of double turning points, these differences of elevation being required to check within 0·2 feet per mile—not a very high grade of accuracy, but probably sufficient for most practical purposes, and it was not considered advisable to ask for too high a standard at the initial stages of the work. Surveyors this past year have been requested to take aneroid readings conjointly with the levels, to enable us to obtain approximate data until ties can be made with railway levels. These aneroid readings have not yet been reduced, so that no statement can be made of their probable accuracy.

Level returns for 1910, received to date..	648	miles.
Previous levels..	854	"
Total levels to date..	1,502	"
Total level returns examined and profiles plotted.. ..	1,304	"

MAGNETIC OBSERVATIONS.

The subject of terrestrial magnetism has received a great deal of attention within recent years among the civilized countries of the world. Magnetic surveys are being conducted in several countries. The United States have now very complete information over their whole country, and are able to publish a fine isogonic map. For some time past we have felt the need of such a map for the district covered by our own work, and have received numerous inquiries from others for the same. This office is most advantageously situated to gather this information. Having a large staff of surveyors in the field every year, scattered over a large area, we are able to collect in a short time, and at no additional expense, a large amount of magnetic information. All surveyors employed by the day are required to take these observations. The magnetic needles now supplied are especially designed for this work, and with few exceptions are very sensitive. Through the courtesy of Mr. R. F. Stupart, the Director of the Meteorological Service, the compasses are all tested by the officer in charge of the Magnetic Observatory at Agincourt, and the index correction determined. Where the needles are found to be anything but first-class, a new compass is furnished the surveyor.

In the reduction of the observations to a common epoch we are very much handicapped by the absence of a magnetic observatory in the territory covered by the observations. Two of the staff of this division were placed at widely separated points in the northwest this past season, taking hourly declination readings for a whole month. These observations were afterwards plotted and compared with the daily photographic trace of the declinometer at Agincourt. Investigation of the results appears to show that the reduction of our declination observations by means of the Agincourt records is well worth the trouble, the precision of the resulting declination being apparently increased about two and one half times. It is realized, however, that this is really not much more than a makeshift, and that what we require for proper reductions are the records of an observatory in the northwest. This matter is now under consideration by the Director of the Meteorological Service, who states that he may possibly be able to establish one there this coming season.

Declination returns for 1910, received to date..	987
Previous returns..	1,104
Total returns to date..	2,091
Declination observations, 1910, for comparison with Agincourt..	908
Dip observations, 1910..	94
Total force observations, 1910..	72

TRIANGULATION.

Owing to an insufficient staff and press of other work, the office computations of the triangulation in the railway belt in British Columbia are entirely in arrears, nothing whatever having been done with them. The office needs the information which the triangulation will give, and we are also receiving outside requests for information. A special effort will be made this coming year to get the work up, and we hope to be able to state in our next report that the computations are up to date.

ASTRONOMICAL WORK.

All the returns of azimuth observations from block surveyors for the year 1909 have been examined and checked.

The latitude observations of Mr. C. Engler, D.L.S., taken at Fort Smith in 1910, have been examined and checked.

The astronomical field tables for twelve months have been computed.

STAR DIAGRAMS FOR LATITUDE OBSERVATIONS.

Rapid settlement of the country has compelled the abandonment for some years past of the old ideal system of running base lines in blocks across four ranges. In order to keep sufficiently in advance not to retard the subdivision, block surveyors have been required to run the base lines right across between adjacent meridians. There is thus no closing on their work for a distance of perhaps 150 miles or more. The positions of the base lines again are dependent on the meridians. For this reason the new model base line transit has been designed and fitted with accessories for the purpose of taking latitude observations by Talcott's method. Surveyors on meridians will, in future, be expected to take frequent latitude observations to provide an efficient independent check against any considerable error in chainage. Perhaps the most tedious part of a latitude observation by Talcott's method is the preparation of the observing list, especially when several star catalogues have to be consulted. To facilitate the preparation of these observing lists and save the surveyor's time, star charts were compiled in 1908, and were described in the report for that year. These charts contain stars to the fifth magnitude only. It was found last year that the telescopes on the latest base line transits were sufficiently powerful to observe most stars marked up to the seventh magnitude without difficulty. Our observing lists were, therefore, very much restricted when made from the star charts. The stars had been plotted directly from the different catalogues, that is to say, the positions had not been referred to a common epoch, but to the epoch of the catalogue from which they had been taken, so that some stars were plotted for epoch 1890, some for 1900 and some for 1908. It was, therefore, decided to entirely replot the charts, reducing all star places to epoch, 1910, and embracing all stars up to the seventh magnitude. This has now been completed, and the charts have been printed. The charts contain all stars within the desired limits of declination given in the *Nautical Almanac, Berliner Jahrbuch, Connaissance des Temps, Star List of American Ephemeris, Greenwich Second Nine-Year Catalogue* for 1900, *Greenwich Second Ten-Year Catalogue* for 1890, *Ambronn Sternverzeichnis,* 1900. There are 6,740 stars in all. We have now in hand the preparation of a star list to be used in conjunction with the star charts. This list will give the mean places for 1910 of all the stars plotted, and is intended to take the place of the different catalogues.

TOPOGRAPHICAL WORK.

Topographical plans of 156 townships were compiled.

TESTING LABORATORY.

The testing laboratory, the absence of which has prevented the proper testing of block surveyors' transits, is at last under construction, and will be finished shortly.

PHOTOGRAPHIC OFFICE.

(*J. Woodroffe, Chief Photographer.*)

The work of the chief photographer has greatly increased. Especially is this noticeable in velox printing, in which department 4,770 prints were made. Last year the velox were included in the bromide work, but are now classed separately.

The purchase of a new velox printing machine fitted with a mercury vapour lamp enables one to turn out velox and artura prints expeditiously.

Increases are shown in dry plate developing and in solio printing. Blue prints also show a marked increase. The process of bromide enlarging has been greatly expedited by the installation of a five-tube mercury vapour lamp, by means of which enlargements or lantern transparencies can be made at any time, and not be dependent on the sunlight as hitherto.

Last summer the chief photographer visited Quebec, Father Point and Rimouski, where he obtained negatives of shipping, incoming immigrants, landing of the mails, &c. He also visited many places in the eastern townships, and took photographs of cattle, farms and farming operations, for the use of the Immigration Branch.

The total of work executed during the year shows an increase of 50 per cent over that of the year previous. The staff is the same as that of last year.

PHOTOGRAPHIC OFFICE—PROCESS WORK.

(*H. K. Carruthers, Process Photographer.*)

The new frame for hanging copying camera and copying board, mentioned in last year's report, has given excellent satisfaction, and during the past year representatives of outside firms visited the office to inspect this most up-to-date apparatus.

Two firms outside the city are copying this camera to use in their photographic studios.

With the removal of the printing department from this office to the Imperial building, we will have more room at our disposal, and hope in the course of the next two or three months to be able to make our large size negatives of 24″ x 32″.

We are installing in the basement of the Imperial building the machinery for a photo-engraving plant, transferred to us by the Public Works Department, and when this is installed, any half-tone and line cuts required for our branch can be made in this office.

An interesting piece of photo-lithography was started this year, the reproduction in colours of Mr. A. O. Wheeler's map of the main range of the Rocky mountains with parts of the Dogtooth and Selkirk mountains. This will require the making of about fifty negatives 16″ x 18″, and a considerably larger number of photo-lithographs. The expense of reproducing this will be less than one-quarter the cost of engraving it on stone.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

(*F. D. Henderson, Secretary.*)

The Board of Examiners for Dominion Land Surveyors held two meetings during the year. The first was a special meeting lasting from April 30 to June 6 (inclusive), 1910, during which examinations were held at Ottawa, Montreal, Toronto, Winnipeg and Vancouver. The second was the regular annual meeting called for by section 9 of the Dominion Lands Surveys Act. It began on Monday, February 13, 1911, and lasted until March 30, 1911. During this meeting examinations were held at Ottawa, Halifax, Montreal, Kingston, Toronto, Winnipeg, Calgary, Edmonton and Vancouver. The total number of candidates for examination was 257. Of these 186 tried the preliminary examination as against 362 in 1909-10. Sixty-nine tried the final, and two tried the examination for Dominion Topographical Surveyor. Sixty-four candidates were successful at the preliminary examination, as follows:—

PRELIMINARY EXAMINATION.

Alexander, Walter C., Ottawa, Ont.
Aslat, Edward K. S., Northminster, Sask.
Bolton, Lambert E. B., Wiarton, Ont.
Bowman, James Thornley, London, Ont.
Bradley, James Dennis, Ottawa, Ont.
Brown, Lindsay O., Ottawa, Ont.
Cameron, Max G., Peterborough, Ont.
Chisholm, Kenneth Gordon, Halifax, N.S.
Clark, H. Jackson, Wellington, Ont.
Coltham, George William, Aurora, Ont.
Cordukes, John Patrick, Ottawa, Ont.
Coté, J. Aurèle, Ottawa, Ont.
Cousineau, Aimé, Ottawa, Ont.
Dawson, Irvin Harrison, St. Catharines, Ont.
Dennis, Thomas Clinton, Ottawa, Ont.
Dimock, Clarence Lewis, Upper Newport, N.S.
Earle, Henry Arthur, Toronto, Ont.
Edgecombe, G. Harold, Ottawa, Ont.
Elliott, George Reginald, Goderich, Ont.
Ford, John W. H., London, Ont.
Frédette, Joseph Frédelin, Ottawa, Ont.
Gibson, Colin W. G., Toronto, Ont.
Goodman, Hyman Meyer, Toronto, Ont.
Gordon, Heber, Leduc, Alta.
Gorman, Edwin, Buckingham, P.Q.
Haggen, Geoffrey Loosmore, Revelstoke, B.C.
Hotchkiss, Cyrus Percival, Edmonton, Alta.
Huether, Alvin D., Wiarton, Ont.
Jarvis, Ralph Hemsworth, Toronto, Ont.
Johnson, Hubert Colpoys, Ottawa, Ont.
King, Arthur Harry, Edmonton, Alta.
Kingston, Kenneth J., Ottawa, Ont.
LaBeree, Edwin E., Ottawa, Ont.
Macdonald, Alexander Gilmour, Toronto, Ont.
Macpherson, Harold Nolan, Kemptville, Ont.
Marshall, Joseph A. P., London, Ont.
Meikle, Angus Urquhart, Kingston, Ont.
Moulton, Hazen Parker, Ottawa, Ont.
MacLaurin, James Gladstone, Vankleek Hill, Ont.
MacLeod, David Douglas, Parkhill, Ont.
McCloskey, Michael D'Arcy, Chelsea, P.Q.
McCully, Robert Chesley, Ottawa, Ont.
McKay, Robert B., Vancouver, B.C.
Norrish, Wilbert Henry, Guelph, Ont.
Perron, Hermel Marie, Edmonton, Alta.
Prevost, Raoul de M., St. Jérôme, P.Q.
Ratz, John Earl, Elmira, Ont.
Richardson, Colin Esdaile, Toronto, Ont.
Roberts, Otto B., Kingston, Ont.
Roberts, George Rowland, Winnipeg, Man.
Ross, Charles Cathmar, Ottawa, Ont.
Sibbett, William Algernon, Bracebridge, Ont.
Smith, K. Harold, Harrow, Ont.
Smith, Neville Herbert, Ottawa, Ont.
Surette, Germain Augustin, West Pubnico, N.S.
Vickers, Newell, Renwick, Ont.
Von Edeskuty, Joseph Otto, Calgary, Alta.
Wadlin, Lorenzo Norette, Ottawa, Ont.
Warrington, George Albert, Cornwall, Ont.
White, Donald Alexander, Ottawa, Ont.
Wight, Edmund James, Ottawa, Ont.
Workman, Thomas Oswald, Ottawa, Ont.
Wright, James Goldwin, Valleyfield, P.Q.
Zinkan, William Edward, Southampton, Ont.

Thirty-eight candidates were successful at the final examinations as follows :—

FINAL EXAMINATION.

Bartlett, Ernest, Smithville, Ont.
Bennett, George Arthur, Eden, Ont.
Bush, Clayton E., Toronto, Ont.
Chartrand, Donat Emile, Ottawa, Ont.
Chase, Albert Victor, Orillia, Ont.
Cowper, George Constable, Welland, Ont.
Dawson, Frederick James, Ashcroft, B.C.
Day, Harry Samuel, St. John, N.B.
Dennis, William Melbern, Ottawa, Ont.
Dillabough, James Vidal, St. Boniface, Man.
Eagleson, Francis Mervin, Gowrie, Ont.
Evans, Stanley Livingstone, Athens, Ont.
Glover, Arthur Edward, Beaverton, Ont.
Grassie, Charles Andrew, Welland, Ont.
Gray, James Edward, Uxbridge, Ont.
Heuperman, Frederick Justinus, Calgary, Alta.
Hoar, Charles Millard, Ottawa, Ont.
Johnston, William James, St. Catharines, Ont.
Keith, Homer Pasha, Edmonton, Alta.
Lee, Roger Melville, Galt, Ont.
Martindale, Ernest Smith, Kingsmill, Ont.
Martyn, Oscar William, Mitchell, Ont.
Menzies, James Mellon, Ottawa, Ont.
Miller, Henry Belfrage, Montreal, P.Q.
Murray, Ernest William, Seaforth, Ont.
McElhanney, William George, Vancouver, B.C.
McMaster, William A. A., Palmerston, Ont.
Pearce, Seabury Kains, Calgary, Alta.
Pequegnat, Marcel, Berlin, Ont.
Powell, William Hall, Little Harbor, N.S.
Rainboth, George Louis, Ottawa, Ont.
Ransom, John Thomas, Toronto, Ont.
Roy, Joseph Emile, Quebec, P.Q.
Seibert, Frederick V., Southampton, Ont.
Taylor, William Emerson, Owen Sound, Ont.
Walker, Claude Melville, Guelph, Ont.
White, Walter Russel, Ottawa, Ont.
Wilson, Reginald Palisser, Winnipeg, Man.

One candidate, Wilmot Maxwell Tobey, Ottawa, passed the examination for Dominion Topographical Surveyor.

As in former years, the time of the board at both meetings was largely taken up with the reading and valuation of the candidates' answers, and in the preparation of sets of question papers for the next examination.

In addition to this, the evidence submitted by candidates at the final examination in proof of their eligibility therefor, had to be examined. This evidence consisted of certificates of Provincial Land Surveyors, and of affidavits of service under articles of apprenticeship.

Section 22 of the Dominion Land Surveyors Act provides for a shortening of the term of service from three years to one year for men holding diplomas or certificates from technical colleges; and it is provided that 'it shall rest with the board to decide whether the course of instruction in such college or university meets the requirements of this section.'

Applications for admission to the privileges of section 22, are being constantly received. Several such from graduates of Canadian, British and foreign universities and colleges were considered by the board and decisions reached in regard to graduates of these institutions which will guide the board in dealing with similar applications in future.

Oaths of office and allegiance, and bonds for the sum of one thousand dollars each, as required by section 25 of the act, were received from, and commissions as Dominion land surveyors issued to thirty-six surveyors.

Every Dominion land surveyor is required to be in possession of a subsidiary standard of length (D.L.S. Act, Sec. 35). Thirty-eight new standards were issued to surveyors, two, which had changed hands, were re-tested, and fifty-four were sent to the Surveyor General of British Columbia for the use of British Columbia surveyors. A list of surveyors who have been furnished with standard measures up to March 31, 1911, will be found in Appendix No. 10.

The corerspondence of the Board was as follows:—

Letters received.	1,705
Letters sent.	950
Circular letters, pamphlets and parcels sent.	1,512

APPENDICES.

The following schedules and statements are appended.

No. 1. Schedule of surveyors employed and work executed by them from April 1, 1910, to March 31, 1911.

No. 2. Schedule showing for each surveyor employed from April 1, 1910, to March 31, 1911, the number of miles surveyed of township section lines, township outlines, traverses of lakes and rivers and resurvey; also the cost of the same.

No. 3. List of lots in the Yukon Territory, surveys of which have been received from April 1, 1910, to March 31, 1911.

No. 4. List of miscellaneous surveys in the Yukon Territory, returns of which have been received from April 1, 1910, to March 31, 1911.

No. 5. Statement of work executed in the office of the chief draughtsman.

No. 6. List of new editions of sectional maps issued from April 1, 1910, to March 31, 1911.

No. 7. Statement of work executed in the photographic office from April 1, 1910, to March 31, 1911.

No. 8. Statement of work executed in the lithographic office from April 1, 1910, to March 31, 1911.

No. 9. List of employees of the Topographical Surveys Branch at Ottawa, giving the name, classification, duties of office and salary of each.

No. 10. List of Dominion Land Surveyors who have been supplied with standard measures.

Nos. 11 to 51. Reports of surveyors employed.

NOTE.—Appendices Nos. 11 to 51 appear in the report of the Topographical Surveys Branch in monograph form.

MAPS AND PROFILES.

The following maps and profiles accompany the report of the Topographical Surveys Branch in monograph form:—

Map showing subdivision surveys and resurveys made from April 1, 1910, to March 31, 1911.

Maps to accompany reports of surveyors.

Profiles of certain base lines.

I have the honour to be, sir,
Your obedient servant,

E. DEVILLE,
Surveyor General.

TOPOGRAPHICAL SURVEYS BRANCH

SCHEDULES AND STATEMENTS

APPENDIX No. 1.

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March 31, 1911.

Surveyor.	Address.	Description of Work.
Akins, J. R	Ottawa, Ont.	Production of the sixth base line across ranges 7, 8 and part of 9, part subdivision of township 24 range 6 and townships 21 and 22 range 9, part resurvey of township 23 range 9 and township 24 range 6 west of the fifth meridian.
Aylesworth, C. F., Jr.	Madoc, Ont,	Retracement survey in township 13, range 6, townships 13 and 14, range 7 and township 13, range 8, east of the principal meridian; township 20, range 21 and township 29, range 32 west of the principal meridian; township 30, ranges 1 and 2, townships 27 and 28, range 5 and township 2, range 12 west of the second meridian. Traverse in township 30, range 1, west of the second meridian, and subdivision survey and resurvey in townships 30 and 31, range 31, west of the principal meridian.
Baker, J. C.	Kingston, Ont.	Contract No. 13 of 1910. Subdivision of townships 57, 58, 59 and 60, ranges 26 and 27, west of the third meridian.
Bartlett, E.	Smithville, Ont.	Investigation of squatters' claims in the railway belt of British Columbia in the upper Columbia valley in the vicinity of Golden.
Bélanger, P. R. A.	Ottawa, Ont.	Inspection of part of contract No. 19 of 1909; reinspection of contract No. 33 of 1907, and inspection of mounding in contract No. 6 of 1909. Miscellaneous surveys in townships 22, 23 and 24, range 3, townships 22 and 23, range 4, township 16, ranges 7 and 12, township 1, range 13, east of the principal meridian; townships 15 and 19, range 1, townships 15 and 24, range 2, townships 18 and 19, range 3, township 21, range 4, townships 14 and 22, range 6, township 21, range 7, township 22, range 8, township 30, range 9, townships 15 and 18, range 10, townships 9 and 18, range 11, township 30, range 15, township 32, range 18, and township 34, range 20, west of the principal meridian; townships 31 and 32, range 15, townships 44, 45 and 46, range 16, townships 45 and 46, range 17, township 37, range 19, township 38, range 21, and town-

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
		ship 36, range 23, west of the fourth meridian; township 60, range 4, townships 58 and 60, range 5 and township 58, range 6, west of the fifth meridian. Survey of Bender settlement in township 19, range 1, west of the principal meridian.
Bemister, J. B.	Winnipeg, Man.	Survey of blocks 1, 2 and 3 of timber berth No. 1713 in township 50, range 32, west of the principal meridian and townships 48, 49 and 50, range 1 and townships 48 and 49, range 2, west of the second meridian.
Blanchet, G. H.	Ottawa, Ont.	Survey in townships 20 and 21, range 29, west of the fifth meridian; townships 21 and 23, range 1, township 23, range 2, township 21, range 6, townships 20, 22 and 23, range 8, township 23, range 9, and townships 21 and 22, range 11, west of the sixth meridian. Traverse in townships 20 and 21, range 29, west of the fifth meridian; township 21, range 1, township 23, range 2, township 21, range 6, and township 23, range 8, west of the sixth meridian. Resurvey in townships 20 and 21, range 29, west of the fifth meridian; township 21, range 1, township 23, range 2, township 21, range 6, township 23, range 8, and township 22, range 11, west of the sixth meridian.
Bridgland, M. P.	Calgary, Alta.	Subdivision of part of the northeast quarter of section 18, township 24, range 1, west of the fifth meridian. Miscellaneous surveys in townships 7 and 8, range 31 and township 13, range 32, west of the principal meridian; townships 5 and 7, range 19, township 5, range 20, township 9, range 23, and township 15, range 26, west of the second meridian; township 12, range 12, and township 18, range 14, west of the third meridian; township 10, range 14, township 10 and 11, range 19, township 10, range 20, townships 9, ranges 22 and 23 and township 21, range 27, west of the fourth meridian; townships 24 and 31, range 1, and township 24, range 2, west of the fifth meridian. Survey of burial plot for R. N. W. M. Police in township 7, range 29, west of the third meridian. Triangulation surveys in the railway belt of British Columbia.
Brownlee, J. H.	Vancouver, B.C.	Survey of timber berth No. 529 in township 4 range 28, west of the sixth meridian, and block A in the south half of section 2 township 5, range 5, west of the seventh meridian.
Burgess, E. L.	Ottawa, Ont.	Resurvey and levelling in township 55, range 22, west of the fourth meridian.
Campbell, A. J.	Calgary, Alta.	Examination of land in the New Westminster district for the purpose of classification into fruit land, farming land, grazing land, timber land and worthless land.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Carson, P. A.	Ottawa, Ont.	Miscellaneous resurveys in townships 21, ranges 3 and 4, township 22, range 6, townships 23, ranges 7 and 11, township 27, range 14, township 31, range 16, township 34, range 18, township 45, range 22 and township 46, range 23, west of the second meridian; townships 43 and 43A, range 2, townships 34 and 43, range 3, township 39, range 4, townships 33 and 49, range 5, township 47, range 16, townships 39 and 40, range 22, townships 37, ranges 23 and 24, townships 37 and 47, range 25, and township 48, range 27 west of the third meridian. Investigation in township 43, range 2, township 33, range 3, township 38, range 4, townships 33 and 50, range 5 and townships 37, ranges 25 and 26, west of the third meridian. Traverse in township 21, range 4, township 34, range 18, townships 37, 38 and 42, range 21, townships 38 and 39, range 22 and township 38, range 23, west of the second meridian; townships 34 and 36, range 2, township 34, range 3, township 33, range 6, township 39, range 14, township 43, range 16, and township 40, range 26, west of the third meridian. Resurvey of 'lot 1 group 267' in Red Pheasant Indian reserve in township 41, range 15, west of the third meridian.
Cautley, R. H.	Edmonton, Alta.	Contract No. 30 of 1910. Subdivision of townships 55 and 56, range 17, townships 55, ranges 18, 19 and 20, and the north third of townships 54, ranges 17, 18, 19 and 20, west of the fifth meridian.
Chilver, C. A.	Walkerville, Ont.	Contract No. 17 of 1910. Subdivision of township 69, range 15, townships 68 and 69, ranges 16 and 17, and township 67, range 18, west of the fourth meridian.
Christie, W.	Prince Albert, Sask.	Survey of the eighteenth base line across ranges 1 to 12, and the twentieth base line across ranges 1 to 9, west of the fourth meridian.
Coates, P. C.	Whaltown, B.C.	Survey of timber berth No. 356 in townships 23 and 24, range 1, west of the sixth meridian.
Côté, J. L.	Edmonton, Alta.	Contract No. 19 of 1910. Subdivision of townships 68 and 69, ranges 21, 22 and 23, west of the fourth meridian.
Cumming, A. L.	Cornwall, Ont.	Survey of township 52, range 26, and part survey of townships 49, 50 and 51, range 25, and township 51, range 26, west of the fifth meridian. Traverse in township 50, range 26, townships 49 and 50, range 27, townships 47, 48 and 49, range 28, west of the fifth meridian, and township 47, range 1, west of the sixth meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Davies, T. A.	Edmonton, Alta.	Contract No. 24 of 1910. Subdivision of townships 61, 62 and 63, ranges 21 and 22, west of the fourth meridian.
Deans, W. J.	Brandon, Man.	Subdivision in townships 25 and 26, ranges 20 and 21, west of the fifth meridian; townships 23 and 24, ranges 7 and 8, and township 22, range 10, west of the sixth meridian. Traverse in townships 25 and 26, range 21, west of the fifth meridian; township 24, range 7, townships 23 and 24, range 8 and township 22, range 10, west of the sixth meridian. Resurvey in townships 25 and 26, range 21, west of the fifth meridian; townships 21 and 22, range 10, west of the sixth meridian.
Dumais, P. T. C.	Hull, Que.	Contract No. 20 of 1910. Subdivision of townships 64, 65 and 66, range 16 and townships 65 and 66, range 17, west of the fourth meridian. Survey of timber berth No. 1243 in townships 45 and 46, range 7, west of the fifth meridian.
Ducker, W. A.	Winnipeg, Man.	Survey of the east outlines of township 40, range 28, townships 38, 39 and 40, range 29 and townships 39 and 40, range 30, and the south outlines of townships 39, ranges 30, 31 and 32, west of the principal meridian.
Engler, C.	Ottawa, Ont.	Survey of the north boundary of Alberta across Slave river; survey of Smith Landing settlement on Slave river.
Fairchild, C. C.	Brantford, Ont.	Contract No. 27 of 1910. Subdivision of townships 63, 64, 65, 66 and part of 62, range 1, and township 65, and the east outlines of townships 67 and 68, range 2, west of the fifth meridian.
Fawcett, A.	Gravenhurst, Ont.	Contract No. 11 of 1910. Subdivision of townships 54, 55, 56 and 57, range 22, townships 57 and 58, and the east outlines of townships 59 and 60, range 23, west of the third meridian.
Findlay, A.	Winnipeg, Man.	Contract No. 28 of 1910. Subdivision of townships 62, 63 and 64, range 2, and townships 62 and 63, range 3, west of the fifth meridian. Survey of blocks 1 and 2 of timber berth No. 1015 situated on the east shore of Lake Winnipeg near Bloodvein Bay, Man. and blocks 1 and 2 of timber berth No. 1134 situated on Bloodvein river, Man.
Fontaine, L. E.	Lévis, Que.	Inspection of contracts Nos. 9, 10, 16, 22, 23 and 25 of 1909; reinspection of contract No. 12 and additions to Nos. 18 and 25 of 1908. Miscellaneous resurveys in townships 55 and 56, range 7, townships 54, ranges 8 and 12 and township 52, range 22, west of the fifth meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Francis, J.	Portage la Prairie, Man.	Subdivision surveys in township 45, range 20, townships 44 and 45, range 21, township 49, range 23, townships 48 and 49, range 24 and townships 48 and 50, range 25, west of the fifth meridian.
Green, T. D.	Ottawa, Ont.	Contract No. 34 of 1910. Subdivision of township 31, range 6, townships 29, 31 and 32, range 7, and townships 40, ranges 8 and 9, west of the fifth meridian.
Hawkins, A. H.	Listowel, Ont.	Survey of the twenty-first base line across ranges 1 to 18, west of the fifth meridian. Miscellaneous surveys in townships 29, ranges 31 and 32, west of the principal meridian; township 45, range 4, township 48, range 22 and township 51, range 27, west of the fourth meridian. Traverse in township 58, range 11, township 53, range 25 and in township 80, range 26, west of the fourth meridian; townships 47 and 52, range 1, west of the fifth meridian.
Heathcott, R. V.	Edmonton, Alta.	Contract No. 31 of 1910. Subdivision of townships 54 and 55, range 21, the south two-thirds of township 54, range 22, and the north two-thirds of townships 51, ranges 18, 19, 20, 21, 22 and 23, and survey of the east outlines of townships 56, ranges 21 and 22, west of the fifth meridian.
Holcroft, H. S.	Toronto, Ont.	Contract No. 12 of 1910. Subdivision of townships 57, 58 and 59, range 24, and townships 57, 58, 59 and 60, range 25, and survey of the east outline of township 60, range 24, west of the third meridian.
Hopkins, M. W.	Edmonton, Alta.	Contract No. 17 of 1910. Subdivision of townships 65 and 66, ranges 1, 2, 3, 4 and 5, and survey of the east outlines of townships 67 and 68, ranges 2, 3, 4, 5 and 6, west of the fourth meridian.
Hubbell, E. W.	Ottawa, Ont.	Inspection of contract No. 32 of 1907, contracts Nos. 13, 17 and part of 19 of 1909, and contracts Nos 4, 5, 6 and 7 of 1910. Resurvey in township 48, range 21, and township 49, range 27, west of the second meridian. Traverse in townships 42, ranges 9, 10, 13 and 14, townships 52 and 53, ranges 12 and 13, and township 49, range 26, west of the second meridian.
Johnson, A. W.	Kamloops, B.C.	Survey of villa lots at Woodhaven on north arm of Burrard Inlet.
Keith, H. P.	Edmonton, Alta.	Survey of timber berth No. 1705 in townships 50 and 51, ranges 22 and 23, west of the fifth meridian, timber berth No. 1706 in township 51, range 22, west of the fifth meridian, and of timber berth No. 1707 in township 50, range 23, west of the fifth meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Kimpe, M.	Edmonton, Alta.	Contract No. 15 of 1910. Subdivision of townships 49, 50 and 51, range 8, townships 50 and 51, ranges 9 and 10, and part of township 52, range 9, and survey of the east outlines of townships 49, ranges 9, 10 and 11, west of the fifth meridian.
Kirk, J. A.	Revelstoke, B.C.	Survey of timber berth No. 401 in townships 29, ranges 21 and 22, west of the fifth meridian, timber berth No. 415 in townships 30 and 31, range 30, west of the fifth meridian, and of timber berth No. 416 in township 30, range 20, west of the fifth meridian.
Kitto, F. H.	Ottawa, Ont.	Miscellaneous resurveys in St. Albert settlement and in townships 53, ranges 25 and 26, west of the fourth meridian.
Knight, R. H.	Edmonton, Alta.	Contract No. 26 of 1910. Subdivision of townships 65, 66, 67 and 68, range 26 and townships 63, 64, 65, 66, 67 and 68, range 27, west of the fourth meridian.
Lang, J. L.	Sault Ste. Marie, Ont.	Subdivision in townships 5, 6 and 7, range 4, and townships 7 and 8, range 5, west of the fifth meridian. Resurvey in townships 5, 7 and 8, range 1, township 5, range 2, and townships 6 and 7, range 3, west of the fifth meridian.
Laurie, R. C.	Battleford, Sask.	Contract No. 35 of 1910. Subdivision of townships 54, 55 and 56, range 23, west of the third meridian.
Lighthall, A.	Ottawa, Ont.	Survey in townships 3 and 4, range 3, west of the seventh meridian; townships 18, 21, 40 and 41, east of the coast meridian; township 39, west of the coast meridian. Traverse in township 4, range 3 and township 6, range 7, west of the seventh meridian; townships 40 and 41, east of the coast meridian. Resurvey in townships 3 and 4, range 3, west of the seventh meridian; townships 18, 21, 40 and 41, east of the coast meridian; township 39, west of the coast meridian. Survey of timber berth No. 535, in township 39, west of the coast meridian, timber berth No. 536, in township 40, east of the coast meridian, and timber berth No 537, in township 6, range 5, west of the seventh meridian.
Lonergan, G. J.	Buckingham, Que.	Inspection of contract No. 26 of 1909, and contracts Nos. 16, 17, 18, 19, 21, 23, 24 and 34 of 1910. Resurvey in township 53, range 3, township 68, range 16, township 54, range 21, township 53, range 23, and townships 54, ranges 27 and 28, west of the fourth meridian. Traverse in township 53, range 3, townships 51, ranges 6 and 7, townships 64 and 65, range 22, townships 52 and 53, range 26, and townships 53 and 54, range 27, west of the fourth meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
		Resurvey of Lac la Biche settlement in township 68, range 16, west of the fourth meridian.
Miles, C. F.	Toronto, Ont.	Reinspection of contract No. 8 of 1909; inspection of contracts Nos. 8, 9, 10, 11, 12, 13 and 35 of 1910. Resurvey in township 49, range 24, and townships 48, ranges 27 and 28, west of the second meridian; township 48, range 1, townships 14 and 15, range 25 and townships 13 and 14, range 30, west of the third meridian; townships 13 and 14, range 1, west of the fourth meridian. Traverse in townships 48 and 49, range 24. and townships 48, ranges 27 and 28, west of the second meridian; township 15, range 25, west of the third meridian; townships 13 and 14, range 1, west of the fourth meridian.
Mitchell, B. F.	Edmonton, Alta.	Contract No. 21 of 1910. Subdivision of township 63, range 16, and townships 61, 62, 63 and 64, range 17, west of the fourth meridian.
Montgomery, R. H.	Prince Albert, Sask.	Contract No. 5 of 1910. Subdivision of township 51, range 5, townships 51 and 52, range 6, townships 50, 51, 52 and 53, range 7, and townships 49, 50, 51 and 52, range 8, west of the third meridian.
Morrier, J. E.	Ottawa, Ont.	Contract No 4 of 1910. Subdivision of townships 44, ranges 7, 8, 9 and 10, and the northerly two-thirds of township 45, range 3, west of the second meridian.
McCaw, R. D.	Calgary, Alta.	Examination of land in the Kamloops district for the purpose of classification into fruit land, farming land, grazing land, timber land, and worthless land.
McFarlane, J. B.	Toronto, Ont.	Subdivision in townships 39 and 40, range 16, township 39, range 17, township 40, range 18, township 41, range 19, township 44, range 21, townships 45 and 46, range 22, township 46, range 23 and township 50, range 26, west of the fifth meridian.
McFarlane, W. G.	Toronto, Ont.	Contract No. 33 of 1910. Subdivision of township 83, range 23, and the parts north of Peace river of townships 83, ranges 21 and 22, and township 82, range 23; survey of the east outlines of townships 84, ranges 22, 23 and 24, all west of the fifth meridian; subdivision of townships 81 and 82, range 1, townships 81, ranges 2 and 3, township 70, range 9, the west half of township 72 and the northerly two-thirds of the west half of township 71, range 2, the northerly two-thirds of township 70 and the southerly third of townships 71, ranges 7 and 8, and the southerly third of township 71, range 9, survey of the north outline of township

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
		84, range 1, and east outlines of townships 83 and 84, range 2, and townships 69, ranges 7, 8 and 9, all west of the sixth meridian. Traverse in township 82, range 26, west of the fifth meridian and in township 71, range 3, west of the sixth meridian. Survey of blocks 1 and 2 of timber berth No. 1272 in Peace river district, Alberta.
McGrandle, H.	Wetaskiwin, Alta.	Contract No. 29 of 1910. Subdivision of townships 52, ranges 13 and 14, township 56, range 15, townships 55 and 56, and the north third of township 54, range 16, west of the fifth meridian.
McMillan, Geo.	Ottawa, Ont.	Survey of the sixteenth base line across ranges 5 to 13, the seventeenth base line across ranges 9 to 14, and the twentieth base line across ranges 13 to 17 west of the sixth meridian.
McNaughton, A. L.	Cornwall, Ont.	Subdivision in townships 45 and 46, range 18, townships 46 and 47, range 19, township 47, range 20, townships 48 and 49, range 21, township 49, range 22, and survey of the east outlines of townships 48, ranges 19 and 20, west of the fifth meridian. Survey of timber berth No. 1709 in township 53, range 10, west of the fifth meridian.
Ogilvie, W.	Ottawa, Ont.	Survey of a water-power site for the city of Prince Albert at Cole falls on Saskatchewan river.
O'Hara, W. F.	Ottawa, Ont.	Resurvey in townships 2, ranges 7, 8 and 19, townships 1 and 2, range 20, township 1, range 27, townships 1 and 2, range 29 and township 1, range 30, west of the fourth meridian. Survey in the town of Pincher Creek and of villa lots around Waterton lakes.
Ord, L. R.	Hamilton, Ont.	Contract No. 22 of 1910. Subdivision of townships 61, 62, 63, 64 and 65, range 18, west of the fourth meridian.
Phillips, H. G.	Saskatoon, Sask.	Resurvey in township 23, range 7, west of the third meridian.
Plunkett, T. H.	Toronto, Ont.	Survey in townships 19 and 20, range 5, townships 19, ranges 6 and 7, townships 23, ranges 9 and 10, townships 22 and 23, range 11, township 23, range 12, townships 21, 22 and 23, range 13, townships 22 and 23, range 25. Traverse in townships 19 and 20, range 5 and townships 21, 22 and 23, range 13, west of the sixth meridian. Resurvey in township 23, range 10, townships 22 and 23, range 11, township 23, range 12, townships 21 and 23, range 13, townships 21, ranges 14 and 24, and townships 22 and 23, range 25, west of the sixth meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Ponton, A. W.	Edmonton, Alta.	Survey of the fifth meridian from the northeast corner of township 106 to the northeast corner of township 112; survey of the twenty-eighth base line across ranges 1 to 17, the twenty-ninth base line across range 1, part subdivision of township 109, range 10, west of the fifth meridian, and the production of the principal meridian across Lake Winnipeg from the northeast corner of section 12 township 35 to the northeast corner of township 48.
Proudfoot, H. B.	Saskatoon, Sask.	Survey of block 24 of timber berth No. 1048 near Green lake, berth No. 1050 on the shores of Namew lake, Goose lake and Amish lake, blocks 1 and 2 of berth No. 1237 northeast of Hudson Bay Junction, and berth No. 1672 in township 43, range 27, west of the principal meridian.
Reilly, W. R.	Regina, Sask.	Traverse of Swan lake in township 10, range 8, west of the second meridian.
Robinson, E. W.	Ottawa, Ont.	Survey of the eighth base line across ranges 1 to 5, east of the principal meridian; survey of the principal meridian from the eighth base line to Lake Winnipeg; survey of the ninth base line across ranges 1 to 7, west of the principal meridian; survey of the fifteenth base line from the northeast corner of section 35, range 21, west of the principal meridian, to the second meridian; survey of the second meridian from the fifteenth base line to the northeast corner of township 61.
Rolfson, O.	Walkerville, Ont.	Subdivision in townships 43 and 44, range 20 and township 44, range 21, west of the fifth meridian.
Ross, J. E.	Kamloops, B.C.	Survey in townships 19, ranges 13 and 14, township 22, range 17, townships 17, 18, 19, 21 and 22, range 18, townships 21 and 22, range 19, townships 21, 22, 23 and 24, range 20, townships 19, 22, 23 and 24, range 21, townships 19, 20, 22 and 23, range 22 and township 20, range 23, west of the sixth meridian. Traverse in township 22, range 17, townships 18, 19 and 22, range 18, township 21, range 19, township 22, range 20 and townships 22, 23 and 24, range 21, west of the sixth meridian. Resurvey in township 22, range 17, townships 18, 20 and 21, range 18, townships 20 and 21, range 19, township 24, range 21 and township 22, range 22, west of the sixth meridian.
Roy, G. P.	Quebec, Que.	Contract No. 8 of 1910. Subdivision of townships 53, 54 and 55, range 17, and townships 53, 54, 55 and 56, range 18; survey of the east outline of township 56, range 17, west of the third meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Saint Cyr, A.	Ottawa, Ont.	Survey of the third meridian from the northeast corner of township 60 to the northeast corner of township 64, and the seventeenth base line across ranges 1 to 12 west of the third meridian.
Saunders, B. J.	Edmonton, Alta.	Survey of the nineteenth base line across ranges 1 to 5 west of the fourth meridian.
Scott, W. A	Galt, Ont.	Surveys in township 10, range 30, west of the fourth meridian; township 10, range 1, townships 11 and 13, range 2, township 8, range 3, and townships 10, 11 and 12, range 4, west of the fifth meridian. Resurvey in township 28, range 12 and township 16, range 13, west of the third meridian. Traverse in townships 27, ranges 17 and 18, west of the second meridian, and in townships 10 and 11, range 3, west of the fifth meridian. Survey of the north boundary of Peigan timber limit in township 9, range 30, west of the fourth meridian. Investigation in township 7, range 10, west of the second meridian.
Selby, H. W.	Died, Aug., 1910.	Settlement surveys at Athabaska Landing and McMurray. Traverse of part of Athabaska river from McMurray to Fort McKay.
Seymour, H. L.	Edmonton, Alta.	Contract No. 23 of 1910. Subdivision of townships 61, 62 and 63, ranges 19 and 20, west of the fourth meridian.
Smith, D. A.	Claude, Ont.	Survey in township 25, range 20, west of the fifth meridian; townships 24, 25 and 26, range 7, and townships 25 and 26, range 8, west of the sixth meridian. Traverse in townships 25, ranges 7 and 8, west of the sixth meridian. Resurvey in township 25, range 20, west of the fifth meridian.
Smith, J. H.	Edmonton, Alta.	Contract No. 32 of 1910. Subdivision of township 77, range 19, township 76 and the north third of township 75, ranges 20 and 21, and townships 76 and 77 and the north third of township 75, ranges 22 and 23, west of the fifth meridian.
Steele, I. J.	Ottawa, Ont.	Contract No. 25 of 1910. Subdivision of townships 64, 65, 66, 67 and 68, range 25 and township 64, range 26, west of the fourth meridian.
Stewart, L. D. N.	Collingwood, Ont.	Survey in townships 22 and 23, ranges 9 and 10, west of the sixth meridian. Traverse in township 23, range 9 and townships 22 and 23, range 10, west of the sixth meridian. Resurvey in township 23, range 9, west of the sixth meridian.
Stewart, W. M.	Saskatoon, Sask.	Contract No. 9 of 1910. Subdivision of townships 54, 55, 56 and 57, range 19, and townships 57, ranges 20 and 21, west of the third meridian.

APPENDIX No. 1.—*Continued.*

SCHEDULE of Surveyors employed and work executed by them from April 1, 1910, to March, 31, 1911.—*Continued.*

Surveyor.	Address.	Description of Work.
Stock, J. J.	Ottawa, Ont.	Contract No. 10 of 1910. Subdivision of townships 54, 55 and 56, ranges 20 and 21, west of the third meridian.
Street, P. B.	Toronto, Ont.	Survey in township 27, range 21, and townships 27 and 28, range 22, west of the fifth meridian; townships 22 and 23, range 1, townships 22, 23 and 24, range 2, and townships 26, ranges 7 and 8, west of the sixth meridian. Traverse in township 22, range 1, townships 22 and 24, range 2, and townships 26, ranges 7 and 8, west of the sixth meridian. Resurvey in townships 27, ranges 21 and 22, west of the fifth meridian; townships 22 and 23, range 1, and townships 26, ranges 7 and 8, west of the sixth meridian.
Teasdale, C. M.	Concord, Ont.	Contract No. 3 of 1910. Subdivision of townships 44, 46, 47, 48 and the north third of 45, range 11, west of the second meridian.
Thibaudeau, W.	Montreal, Que.	Reconnaissance survey of Winnipeg and English rivers to determine the most suitable location for storage reservoirs.
Tyrrell, J. W.	Hamilton, Ont.	Contract No. 2 of 1910. Subdivision of townships 26, 27, 29 and 30, range 1, townships 26, 27, 28, 29 and 30, range 2, and townships 26, ranges 3 and 4, east of the principal meridian.
Waddell, W. H.	Edmonton, Alta.	Contract No. 16 of 1910. Subdivision of township 65 and the south two-thirds of township 66, ranges 10, 11 and 12, and township 69, ranges 13 and 14, west of the fourth meridian. Survey of timber berth No. 1305 in townships 60 and 61, ranges 11 and 12, west of the fifth meridian.
Waldron, J.	Moosejaw, Sask.	Contract No. 18 of 1910. Subdivision of townships 68 and 69, ranges 18, 19 and 20, west of the fourth meridian.
Wallace, J. N.	Calgary, Alta.	Survey of the fourth meridian from the northeast corner of township 80 to the northeast corner of section 13, township 95.
Warren, Jas.	Walkerton, Ont.	Contract No. 7 of 1910. Subdivision of townships 52 and 53, range 14, township 53, range 15, and townships 53 and 54, range 16, west of the third meridian.
Watt, G. H.	Ottawa, Ont.	Contract No. 6 of 1910. Subdivision of townships 48 and 49, range 10, township 49, range 11, townships 50 and 51, ranges 12 and 13, and survey of the east boundary of township 52, range 12, west of the third meridian.
Williams, G. L.	Enderby, B.C.	Survey of blocks 4 and 5 of timber berth No. 253 near Revelstoke, B.C.
Woods, J. E.	Pincher Creek, Alta.	Traverse of Southfork river in township 6, range 3, west of the fifth meridian.

APPENDIX No. 2.

SCHEDULE showing for each surveyor employed from April 1, 1910, to March 31, 1911, the number of miles surveyed of township section lines, township outlines, traverses of lakes and rivers and resurvey, also the cost of the same.

Surveyor.	Miles of section line.	Miles of outline.	Miles of traverse.	Miles of resurvey.	Total mileage.	Total cost.	Cost per mile.		By day work or by contract.
						$	$	cts.	
Akins, J. R	82	18	9	11	120	8,662	72	19	Day.
Aylsworth, C. F	26		1	185	212	9,652	45	53	"
Baker, J. C	362	45	122		529	13,911	26	29	Contract.
Blanchet, G. H	87		18	32	137	13,649	99	63	Day.
Bridgland, M. P			23	31	54	1,378	25	52	"
Carson, P. A			40	123	163	4,302	26	39	"
Cautley, R. H	328	61		11	400	12,533	31	33	Contract.
Chilver, C. A.	281	18	62		361	9,830	27	23	"
Christie, W		126			126	14,414	114	40	Day.
Côté, J. L	272	18	63		353	9,883	28	00	Contract.
Cumming, A. L	126	22	109		257	13,230	51	48	Day.
Davies, T. A	286	30	36	3	355	10,171	28	65	Contract.
Deans, W. J	100		31	31	162	10,802	66	68	Day.
Ducker, W. A	17	32			49	4,785	97	65	"
Dumais, P. T. C	234		132		366	8,487	23	19	Contract.
Fairchild, C. C	257	44	64	9	374	10,458	27	96	"
Fawcett, A	288	30	71		389	10,148	26	09	"
Findlay, A	247	18	47		312	8,587	27	52	"
Francis, J	106	21	30		157	11,037	70	30	Day.
Green. T. D	278		46		324	9,045	27	91	Contract.
Hawkins, A. H		109	13	25	147	14,519	98	77	Day.
Heathcott, R. V	327	58	41		426	12,824	30	10	Contract.
Holcroft, H. S	301	51	144		496	12,455	25	11	"
Hopkins, M. W	466	117	62		645	17,107	26	52	"
Kimpe, M	363	54	80		497	13,861	27	89	"
Knight, R. H	290	36	60		386	10,653	27	60	"
Lang, J. L	51	2	3	33	89	7,807	87	72	Day.
Laurie, R. C	146	18	51		215	5,222	24	29	Contract.
Lighthall, A	47		18	9	74	9,237	124	82	Day.
Mitchell, B. F	247	24	71		342	9,073	26	53	Contract.
Montgomery, R. H	480	50	197		727	18,140	24	95	"
Morrier, J. E.	202		65		267	6,788	25	42	"
McFarlane, J. B	90	47	17	3	157	13,333	84	92	Day.
McFarlane, W. G	537	99	91	48	775	18,224	23	51	Contract.
McGrandle, H	252	9	2		263	7,933	30	16	"
McMillan, Geo		114			114	28,472	249	75	Day.
McNaughton, A. L	93	40	11		144	14,152	98	28	"
O'Hara, W. F	24		10	237	271	8,015	29	58	"
Ord, L. R	234		88		322	7,780	24	16	Contract.
Plunkett, T. H	113		25	32	170	12,063	70	96	Day.
Ponton, A. W	4	225		2	231	28,625	123	92	"
Robinson, E. W	14	199		1	214	22,186	103	67	"
Rolfson, O	63	14	25	4	106	13,350	125	94	"
Ross, J. E	146		22	6	174	10.568	60	74	"
Roy, G. P	326	38	58		422	12,522	29	67	Contract.
Saint-Cyr, A	22	85			107	26,833	250	77	Day.
Saunders, B. J		30			30	23,160	772	00	"
Scott, W. A	61	6	7	29	103	7,677	74	53	"
Seymour, H. L	288	30	50		368	10,345	28	11	Contract.
Smith, D. A	70		6	16	92	10,218	111	06	Day.
Smith, J. H	392	58	55		505	14,500	28	71	Contract.
Steel, I. J	276	12	87		375	9,544	25	45	"
Stewart, L. D. N	69		13	9	91	9,915	108	96	Day.
Stewart, W. M	288	54	15		357	10,866	30	44	Contract.
Stock, J. J	286	36	24		346	10,056	29	07	"
Street, P. B	76		19	16	111	9,283	83	63	Day.
Teasdale, C. M	202	18	14		234	7,042	30	10	Contract.
Tyrrell, J. W	468	41	46		558	15,528	27	83	"
Waddell, W. H	326	48	196		570	13,345	23	41	"
Waldron, J	273	18	71		362	9,971	27	55	"
Wallace, J. N		88			88	27,065	307	56	Day.
Warren, Jas	214	32	24		270	7,687	28	47	Contract.
Watt, G. H	345	30	61		436	11,958	27	43	"
Woods, J. E			12		12	211	17	58	Day.
	11,849	2,376	2,758	906	17,889	765,077			

APPENDIX No. 3.

LIST of lots in the Yukon Territory, surveys of which have been received from April 1, 1910, to March 31, 1911.

GROUP No. 1.

Lot No.	Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
45	346·86	C. S. W. Barwell	1909	Dec. 12, 1910	Northern Light, Power and Coal Co.	Right of way for transmission line.

GROUP No. 2.

Lot No.	Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
14	18·86	James Gibbon	1910	May 26, 1910	N. A. T. & T. Co.	Surface Resurvey.
25	5·00	"	1910	Nov. 25, 1910	W. E. Sprague	Surface Block 35
381	50·40	"	1907	Nov. 25, 1910	E. Nichol *et al.*	Oro, Mineral claim.
382	44·50	"	1907	Nov. 25, 1910	E. Nichol *et al*	Bernice, M. C.
390	51.65	"	1908	Feb. 23, 1911	Agnes J. Kinsey	Clara, M. C.
419	43·56	"	1909	July 15, 1910	Jas. J. Lloyd	Sunrise, M. C.
439	51·64	"	1909	Nov. 25, 1910	Jas. Cameron *et al*	Hunker, M. C.
440	51·65	"	1909	Feb. 23, 1911	Malcolm John Campbell *et al.*	Kitchener, M. C.
441	40·70	"	1909	Feb. 23, 1911	" "	Roberts, M. C.
447	36·50	"	1909	Feb. 23, 1911	Jas. Cameron *et al*	Summit, M. C.
448	47·74	"	1910	Nov. 25, 1910	Chas. Lauder *et al*	Rattler, M. C.
449	32·83	"	1909	Nov. 25, 1910	James Cameron *et al.*	Le Roy, M. C.
453	38·58	"	1909	Nov. 25, 1910	James Cameron	Florodoro, M. C.
454	41·32	"	1909	June 2, 1910	Malcolm John Campbell *et al.*	Eureka, M. C.
455	44·23	"	1909	Nov. 25, 1910	Otto F. Kastner	Dawson, M. C.
459	51·65	"	1909	Nov. 25, 1910	James Cameron *et al*	Calumet, M. C.
460	42·70	"	1909	June 6, 1910	F. H. Elliott	Welcome, M. C.
465	35·20	"	1909	June 6, 1910	James Richard Irvine	Dundas, M. C.
466	42·53	"	1909	Feb. 23, 1911	Chas. Lauder *et al*	Eclipse, M. C.
467	19·38	"	1909	Nov. 25, 1910	Robert Greaves *et al*	Franklin, M. C.
476	11·35	"	1909	Nov. 25, 1910	Malcolm John Campbell	Gold Run, M. C.
477	51·56	"	1910	Nov. 25, 1910	W. O. Smith	Golden Age, M. C.
478	29·80	"	1910	Feb. 23, 1911	H. H. Honnon *et al*	Kenwood, M. C.
479	5·10	"	1910	Dec. 21, 1910	Joseph Albert Segber	Mary fractional, M.C
480	9·30	"	1910	Dec. 21, 1910	" "	Rebecca fractional, M. C.
481	31·10	"	1910	Feb. 23, 1911	H. H. Honnon *et al*	Silver Knight, M. C.
482	32·70	"	1910	Feb. 23, 1911	" "	Tiger No. 2, M. C.
483	44·90	"	1910	Nov. 25, 1910	Joseph Albert Segber.	Broken Hill, M. C.
484	69·20	"	1910		Northern Light & Power Co.	Right of way.
503	36·69	N. A. Burwash	1909	June 15, 1910	J. H. McConnell	Primrose, M. C.
504	27·53	"	1909	Nov. 25, 1910	Jane S. Orrell *et al.*	Review, M. C.
505	44·44	"	1909	June 10, 1910	" "	Central, M. C.
506	50·34	"	1909	June 10, 1910	" "	Yellow Jacket, M.C.
507	47·74	N. A. Burwash	1909	June 10, 1910	James Llyod *et al*	Exchange, M. C.
508	51·65	"	1909	" 10, 1910	"	Rosaline, M. C.
510	43·76	"	1909	" 10, 1910	M. Campbell	Empire, M. C.
511	51·65	"	1909	" 10, 1910	A. A. Knorr	Fearless, M. C.
512	32·90	"	1909	" 10, 1910	G. H. Lawrence *et al.*	Mountain Maid, M.C
513	50·16	"	1909	Nov. 25, 1910	D. R. Marshall	Maple Leaf, M. C.
514	35·95	"	1909	June 10, 1910	David Bauer.	Pacific, M. C.
515	26·00	"	1909	" 10, 1910	Jane S. Orrell *et al.*	Tiger, M. C.
516	51·65	"	1909	" 10, 1910	J. J. Lloyd *et al*	B. C., M. C.
517	50·71	"	1909	May 31, 1910	"	Deadwood, M. C.
518	51·65	"	1909	" 31, 1910	"	Doloris, M. C.
519	48·57	"	1909	" 31, 1910	"	O. K., M. C.
520	25·03	"	1909	June 10, 1910	Joseph Fournier	Belle Chasse, M. C.
521	17·19	"	1909	" 10, 1910	Louis Martin *et al*	Chicoutimi, M. C.

GROUP No. 5.

Lot No.	Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
163	50·29	H. G. Dickson..	1909	Nov. 25, 1910..	D. C. Campbell............	Bell, M. C.
164	46·28	" ..	1909	" 25, 1910 .	Dan Gilles.	Little May, M. C.
165	44·93	" ..	1999	" 25, 1910..	R. Unsworth......	Caroline, M. C.
166	10·68	" ..	1909	" 25, 1910.	Gilbert Fowler.	Black Diamond, M.C
167	83·72	" ..	1909	Aug. 7, 1910..	A. B. Palmer.....	Palmer No. 1, M. C.
168	39·10	" ..	1909	" 7, 1910..	"	Skookum, M. C.
169	29·02	" ..	1910	" 7, 1910..	Ernest Burwash	Ruby, M. C.
172	51·59	" ..	1910	Nov. 29, 1910..	C. H. Johnston...	Grafter Annex, M.C
189	51·21	N. A. Burwash..	1909	June 10, 1910..	L. V. Wilson.	Everrett, M. C.
197	155·67	" ..	1910	....	H. K. Burwash........ ...	Real Thing, M. C.
198	47·03	" ..	1910	June 10, 1910..	D. Ross....................	Rothsay, M C.

GROUP No. 6.

Lot No.	Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
60	9·82	H. G. Dickson..	1909	Nov. 25, 1910..	W. S. McGee.........	Blue Grouse, M. C.
104	51·65	" ..	1909	" 25, 1910..	H. E. Porter...............	Empire, M. C.
105	160·00	" ..	1909	" 25, 1910..	"	Surface Lot.
106	34·63	" ..	1909	" 25, 1910..	"	Excelsior, M. C.
107	51·65	" ..	1909	" 25, 1910..	"	Porter, M. C.
109	51·65	" ..	1909	" 25, 1910 .	Edward A. Dixon.........	Evening, M. C.
110	50·19	" ..	1909	July 7, 1910..	T. H. Kerrnish...........	Little Jack, M. C.
111	45·94	" ..	1909	Nov. 25, 1910..	Samuel E. Chambers.	Shamrock, M. C.
112	51·65	" ..	1910	....	H. W. Vance....	North Star, M. C.
113	51·53	" ..	1010	....	"	Lucky Ell, M. C.
114	51·22	" ..	1910	....	Elvin J. Edwards....	Venus No. 3, M. C.

GROUP No. 10.

Lot No.	Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
18	47·37	H. G. Dickson..	1910	....	Angus S. Fraser........ .	Remy, M. C.

APPENDIX No. 4.

LIST of miscellaneous surveys in the Yukon Territory, returns of which have been received from April 1, 1910, to March 31, 1911.

Year.	Surveyor.	Description of Survey.
1910	H. G. Dickson	Reference traverse from Carmack up Nordenskiold valley.
1906	James Gibbon	Base line on Guysboro Gulch, a tributary of Klondike river.
1906	"	" Belcher " " " "
1906	"	" Rabbitt " " " "
1906	"	" Twenty Gulch " Hunker creek.
1906	"	" Twenty-one Gulch " "
1906	"	" Hattie " " "
1906	"	" Thirty-seven " " "
1907	"	Base and side lines on part of Sixtymile river, a tributary of Yukon riv.
1907	"	" " Bedrock creek, a tributary of Sixtymile river.
1907		" " Big Gold creek, a tributary of Sixtymile river.
1907	"	" " Glacier creek, a tributary of Big Gold creek.
1910	C. W. MacPherson	Base line on Goring Gulch, a tributary of Klondike river.

APPENDIX No. 5.

STATEMENT of work executed in the office of the Chief Draughtsman:—

Letters of instruction to surveyors	335
Progress sketches received and filed	1,206
Declarations of settlers received and filed	123
Returns of timber berths received	48
Plans received from surveyors	509
Field books received from surveyors	760
Timber reports received	278
Observations for magnetic declination received	987
Dip observations received	94
Total force observations received	72
Preliminary township plans prepared	355
Sketches made	4,033
Maps and tracings made	134
Plans of Yukon lots received	71
Plans of miscellaneous Yukon surveys received	13
Yukon lots reduced to 40 chains to 1 inch and plotted on group plans	45
Returns of surveys examined—	
Township subdivision	372
Township outline	260
Road plans	229
Railway plans	55
Yukon lots	118
Miscellaneous Yukon surveys	21
Mineral claims	16
Timber berths	64
Correction and other miscellaneous surveys	165
Township plans compiled	918
Topographical township plans compiled	156
Townsite settlement and other plans compiled	15
Proofs of plans examined	108
Township plans printed	740
Townsite and settlement plans printed	13
Miscellaneous plans printed	197
Descriptions written	13
Pages of field notes copied	627
Applications for various information dealt with	2,863
Files received and returned	2,469
Letters and memoranda drafted	8,355
Books received from Record Office and used in connection with office work	4,969
Books returned to Record Office	4,869
Plans other than printed township plans received from Record Office and used in connection with office work	654
Plans returned to the Record Office	673
Volumes of plans received from Record Office and used in connection with office work	92
Volumes of plans returned to Record Office	85
Books sent to Record Office to be placed on record	772
Plans other than township plans sent to Record Office to be placed on record	273

Sectional maps (3 miles to 1 inch)—	
Revised	56
Reprinted	38
Sectional maps (6 miles to 1 inch)—	
Reprinted	46

APPENDIX No. 6

LIST of new editions of Sectional Maps issued from April 1, 1910, to March 31, 1911.

Scale 3 miles to 1 inch.

No.	Name.	No.	Name.	No.	Name.	No.	Name.
15	Lethbridge	115	Blackfoot	172	Fairford	313	Brulé
16	Milk River	116	Rainy Hills	215	Red Deer	314	St. Ann
17	Cypress	117	Red Deer Forks	217	Tramping Lake	315	Edmonton
19	Willowbunch	118	Rush Lake	218	Saskatoon	317	Fort Pitt
20	Souris	162	Seymour	219	Humboldt	364	Fort Assiniboine
66	Medicine Hat	164	Morley	220	Nut Mountain	365	Victoria
67	Maple Creek	166	Sounding Creek	263	Jasper	415	Tawatinau
69	Moosejaw	167	Bad Hills	265	Peace Hills	416	La Biche
73	Winnipeg	168	The Elbow	267	Battleford		
113	Spillimacheen	171	Duck Mountain	269	Carlton		

Scale 6 miles to 1 inch.

No.	Name.	No.	Name.	No.	Name.	No.	Name.
14	Pincer Creek	74	Cross Lake	168	The Elbow	313	Brulé
15	Lethbridge	113	Spillimacheen	171	Duck Mountain	314	St. Ann
16	Milk River	115	Blackfoot	172	Fairford	315	Edmonton
17	Cypress	116	Rainy Hills	215	Red Deer	316	Vermilion
19	Willowbunch	117	Red Deer Forks	216	Sullivan Lake	317	Fort Pitt
22	Dufferin	120	Qu'Appelle	217	Tramping Lake	364	Fort Assiniboine
66	Medicine Hat	164	Morley	220	Nut Mountain	365	Victoria
67	Maple Creek	165	Rosebud	263	Jasper	415	Tawatinau
68	Swift Current	166	Sounding Creek	264	Brazeau	416	La Biche
73	Winnipeg	167	Bad Hills	265	Peace Hills		

APPENDIX No. 7.

STATEMENT of work executed in the Photographic Office from April 1, 1910, to March 31, 1911.

—	3¼ x 3¼	3¼ x 5½	5 x 7	8 x 10	10 x 12	11 x 14	16 x 18	18 x 20	20 x 24	24 x 30	30 x 36	36 x 42	42 x 48	Total.
Dry plate negatives		830	684	2		24								1,540
Bromide prints		13	35	29	31	45	120	67	26	20	46	37	2	471
Solio prints		1,923	4,373	473	1	32								6,802
Velox prints		3,438	1,256			76								4,770
Artura prints			1,595	228		44								1,867
Vandyke prints			43	9	10	113	73	186	121	50	51	79	14	749
Blue prints				4	32	17	34	51	66	125	18	58	21	426
Lantern transparencies	465													465
Photographs mounted		495	282	60			59							896
Wet plate negatives				83		171	986	159	36					1,435
Photo-litho plates								1,134	8					1,142
	465	6,699	8,268	888	74	522	1,272	1,597	257	195	115	174	37	20,563

APPENDIX No. 8.

STATEMENT of work executed in the Lithographic Office from April 1, 1910, to March 31, 1911.

Month.	Maps.			Townships.			Forms.		
	No.	Copies.	Impressions.	No.	Copies.	Impressions.	No.	Copies.	Impressions.
1910.									
April	9	8,085	22,190	....	....	....	4	339	339
May	22	191,125	716,575	63	12,600	13,800	3	1,070	1,070
June	16	6,811	7,036	138	27,600	27,800	....	....	....
July	4	900	900	12	2,400	2,400	2	700	700
August	15	6,725	11,750	....	....	....	9	11,475	11,725
September	5	2,075	2,225	75	15,000	15,000	5	3,380	3,480
October	23	9,500	9.575	96	19,200	20.300	6	1,590	1,590
November	30	11,800	11,875	164	32,800	33.000	7	11,635	11,635
December	4	725	725	....	....	....	1	300	300
1911.									
January	5	935	1.145	51	10,200	10,200	6	7,130	9,630
February	11	73,075	205,025	20	3,804	4,204	7	25,200	25,200
March	17	107,650	284,475	121	24,200	24,200	5	10.700	12.700
Total	161	419,406	1,273,496	740	147,804	150,904	55	73,519	78,369

RECAPITULATION.

——	No.	Copies.	Impressions	Cost.
				$ cts.
Maps	161	419,406	1,273,496	3,356 68
Townships	740	147,804	150,904	5,301 20
Forms	55	73,519	78,369	1,032 12
Grand total	956	640,729	1,502,769	9,690 00

APPENDIX No. 9.

LIST of employees of the Topographical Surveys Branch at Ottawa, giving the name, classification, duties of office and salary of each. (Metcalfe street, corner of Slater.)

Name.	Classification.		Duties of Office.	Salary.
	Division	Sub-division.		
				$ cts.
Deville, E., D.T.S., LL.D	1	A	Surveyor General	3,550 00
	Correspondence			
Brady, M	1	B	Secretary	2,300 00
Cullen, M. J	3	A	Stenographer	1,200 00
Moran, J. F	3	A	Typewriter and clerk	900 00
Williams, E. R	3	A	Correspondence clerk	900 00
Addison, W. G	3	B	Typewriter	750 00
Pegg, A			Messenger	800 00
O'Meara, M. T			"	500 00
Pick, A. C			"	500 00
	Accounts.			
Hunter, R. H	2	A	Accountant	2,050 00
Wilkinson, Percy	3	A	Asst. accountant	1,050 00

Chief Draughtsman's Office—General direction and supervision of the technical work.

Symes, P. B	1	B	Chief draughtsman	2,350 00
Shanks, T., B.A.Sc., D.L.S	1	B	Asst. chief draughtsman	2,450 00

Chief Draughtsman's Office, First Section—Survey Instructions and General Information.

Name.	Classification.		Duties of Office.	Salary.
	Division	Sub-division.		
				$ cts.
Brown, T. E., B. A.	1	B	Chief of Section	2,450 00
Umbach, J. E., Grad. S.P.S., D.L.S.	2	A	Asst. chief of section	1,850 00
Barber, H. G., Grad. S.P.S	2	A	" "	1,850 00
Rice, F. W., Grad. School of Mining	2	A	" "	1,850 00
Belleau, J. A., D. L. S	2	A	" "	1,950 00
Sylvain, J.	2	A	" "	1,650 00
McRae, A. D., B. A., B. Sc.	2	B	Draughtsman	1,350 00
Carroll, M. J., Grad. S.P.S.	2	B	"	1,550 00
Grant, A. W., B. A.	2	B	"	1,350 00
Peaker, W. J., Grad. S. P. S.	2	B	"	1,250 00
Grant, A. M., B. Sc.	2	B	"	1,250 00
Milliken, J. B., B. A., B. Sc.	2	B	"	1,250 00
McMillan, J. P., B. E.	2	B	"	1,250 00
Cordukes, J. P., B. Sc.	2	B	"	1,150 00
Wadlin, L. N., B. Sc	2	B	"	1,150 00
Hayward, H. E., B. Sc.	2	B	"	1,250 00
McCully, R. C., B. A.	2	B	"	1,000 00
Gagnon, J. N. H., B. A. Sc.	2	B	"	1,000 00
Rochon, E. C.	2	B	"	1,350 00
Holbrook, C. H.	3	A	Clerk.	950 00
Burkholder, E. L.	3	A	"	900 00

Chief Draughtsman's Office, Second Section—Surveys in Manitoba, Saskatchewan, Alberta and Yukon.

Name.	Division	Sub-division.	Duties of Office.	Salary.
Nash, T. S., Grad. S.P.S., D.L.S.	1	B	Chief of Section	2,450 00
Burgess, E. L., Grad. S.P.S., D.L.S., O.L.S.	2	A	Asst. chief of section	1,850 00
Dennis, E. M., B. Sc.	2	A	" "	1,850 00
Elder, A. J., Grad. S.P.S., D.L.S.	2	A	" "	1,850 00
Henderson, F. D., Grad. S.P.S., D.L.S.	2	A	" "	1,850 00
Hill, S. N., Grad. S.P.S.	2	A	" "	1,850 00
Genest, P. F. X.	2	A	" "	1,850 00
Robertson, D. F., Grad. S.P.S.	2	A	" "	1,650 00
Sutherland, H. E., B. Sc	2	B	Draughtsman	1,350 00
Kitto, F. H., D.L.S.	2	B	" "	1,450 00
McLennan, W. D.	2	B	" "	1,600 00
Roger, A., O.L.S.	2	B	" "	1,600 00
Spreckley, R. O.	2	B	" "	1,450 00
Goodday, Leonard	2	B	" "	1,350 00
Bray, R. P.	2	B	" "	1,350 00
Harrison, E. W.	2	B	" "	1,250 00
Ault, H. W.	2	B	" "	1,250 00
Lytle, W. J.	2	B	" "	1,000 00
La Beree, E. E., M. A. Sc.	2	B	" "	1,000 00
Jones, G. S., Grad. S.P.S., O.L.S.	2	B	" "	1,000 00
Bradley, J. D.	2	B	" "	1,000 00
Dubuc, C. P., Q.L.S.	2	B	" "	1,000 00
Cagnat, G. H.	2	B	" "	1,000 00
Fournier, O. E.	2	B	" "	1,000 00
Ross, C. M., B. Sc.	2	B	" "	1,200 00
Macdonald, J. A	3	B	Clerk.	800 00

Chief Draughtsman's Office, Third Section—(Imperial Building, Queen street). Copying plans for reproduction.

Name.	Classification.		Duties of Office.	Salary.
	Division	Sub-division		
				$ cts.
Engler, Carl, B.A., D.L.S.	2	A	Chief of section.	2,000 00
May, J. E.	2	A	Asst. chief of section	1,850 00
O'Connell, J. R	2	A	" "	1,650 00
Moule, W. J	2	B	Draughtsman	1,600 00
Helmer, J. D	2	B	Clerk	1,050 00
Archambault, E.	2	B	"	1,050 00
Dawson, R. J	2	B	"	1,050 00
Watters, James	3	A	Printer	1,200 00
Tremblay, A	3	A	Clerk	900 00
Brown, A	3	A	"	900 00
Ebbs, E. J	3	A	"	900 00
Beaubien, A. H	3	B	"	700 00
Baril, C	3	B	"	700 00
Marchand, C. E	3	B	Engrosser.	500 00

Chief Draughtsman's Office, Fourth Section—(Metcalfe street, corner of Slater). British Columbia surveys.

Name.	Division	Sub-division	Duties of Office.	Salary.
Rowan-Legg, E. L	2	A	Chief of section.	2,000 00
Gillmore, E. T. B., Grad. R.M.C.	2	A	Asst. chief of section	1,950 00
Lawe, H., D.L.S	2	A	" "	1,850 00
MacIlquham, W. L., B.Sc.	2	A	" "	1,850 00
Morley, R. W	2	A	" "	1,850 00
Weld, W. E.	2	A	" "	1,850 00
Wilson, E. E. D.	2	A	" "	1,600 00
Osmond, H	2	B	Draughtsman	1,250 00
Harris, K. D	2	B	"	1,250 00

Chief Draughtsman's Office, Fifth Section—(Imperial Building, Queen street). Mapping.

Name.	Division	Sub-division	Duties of Office.	Salary.
Smith J.	1	B	Chief of section.	2,450 00
Begin, P. A	2	A	Asst. chief of section	1,900 00
Flindt, A. H	2	A	" "	1,650 00
Blanchet, A. E.	2	B	Draughtsman	1,600 00
Davies, T. E. S.	2	B	"	1,550 00
Perrin, V.	2	B	"	1,550 00
D'Orsonnens, A	2	B	"	1,550 00
Davy, E.	2	B	"	1,350 00
Villeneuve, E.	2	B	"	1,050 00
Bergin, W	2	B	"	1,050 00
Howie, Jas.	2	B	"	1,000 00
Purdy, W. A	2	B	"	1,100 00
Brigley, J. H.	2	B	"	1,300 00

Chief Draughtsman's Office Sixth Section—(Imperial Building, Queen street). Scientific and Topographical Work.

Name.	Classification. Division	Classification. Sub-division	Duties of Office.	Salaries. $ cts.
Dodge, G. B., D.L.S	1	B	Chief of section	2,450 00
Cote, J. A., Grad. R.M.C	2	A	Asst. chief of section	1,600 00
Blanchard, J. F.	2	B	Draughtsman	1,000 00
Chartrand, D. E., B. Sc.	2	B	"	1,050 00
Cousineau, A., B. Sc	2	B	"	1,050 00
Dozois, L. O. R., Grad. R.M.C	2	B	"	1,050 00
Fredette, J. F	2	B	"	1,000 00
Hoar, C. M., B. Sc., D.L.S	2	B	"	1,000 00
Roe, B. J.	2	B	"	1,000 00
Lynch, F. J	3	B	Typewriter	800 00
Watson, J. W	3	B	Clerk	700 00

Geographic Board (Woods Building, Slater street).

Whitcher, A. H., F.R.G.S., D.L.S	2	A	Secretary	2,100 00

Photographic Office, (Metcalfe street, corner Slater street).

Carruthers, H. K	2	A	Process photographer	1,850 00
Woodroffe, John	2	A	Chief "	1,850 00
Whitcomb, H. E	3	A	Photographer	1,200 00
Morgan, W. E	3	A	"	1,150 00
Kilmartin, A	3	A	Asst. photographer	900 00
Devlin, A	3	B	"	800 00
Ouimet, E. G	3	B	"	800 00

Lithographic Office (unclassified), (Metcalfe street, corner Slater street).

Name.	Occupation.	Salaries.
Moody, A	Foreman	$25 00 per week.
Burnett, E	Lithographer	25 00 "
Thicke, C. R	"	22 00 "
Deslauriers, J. H	Transferrer	20 00 "
Bergin, J	Printer	20 00 "
Thicke, H. S	"	18 00 "
Boyle, S	Stone polisher	14 00 "
Gagnon, J	Press feeder	11 00 "
Kane, P	"	8 00 "
Easton, H. M	Printer	18 50 "
Hare, E. H	Asst. photographer	14 00 "

APPENDIX No. 10.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.

Name.	Address	Date of Birth.	Date of Appointment or of Commission.	Remarks.
Akins, James Robert	Kinburn, Ont.	Sept. 2, '76	Mar. 14, '10	
Allison, Calvin Bruce	South Woodslee, Ont	June 16, '84	" 28, '10	
Ashton, Arthur Ward	Ottawa, Ont	Nov. 5, '80	May 29, '08	
Austin, George Frederick	Not known		April 14, '72	
Aylen, John	North Bay, Ont		May 29, '85	
Aylsworth, Charles Fraser	Madoc, Ont	April 21, '62	" 13, '86	O. L. S.
Baker, James Clarence	Vermilion, Alta.	May 12, '78	" 18, '06	
Baker, Mason Hermon	St. Thomas, Ont	July 9, '84	Aug. 6, '08	"
Bayne, George A	Winnipeg, Man	Oct. 25, '50	April 14, '72	M. L. S.
Beatty, David	Parry Sound, Ont	Dec. 22, '42	" 14, '72	O. L. S.
Begg, William Arthur	Hamilton, Ont	July 15, '82	June 8, '09	
Belanger, Phidime Roch Arthur	Ottawa, Ont	Mar. 5, '53	May 17, '80	Inspector of Surveys, Topographical Surveys Branch, Dept. of the Interior.
Belleau, Joseph Alphonse	Ottawa, Ont	Sept. 30, '56	May 15, '83	Topographical Surveys Branch, Dept. of the Interior.
Bemister, George Bartlett	Winnipeg, Man		June 11, '78	M. L. S., Engineering Dept. C. N. R.
Bennett, George Arthur	Elden, Ont	May 18, '86	Aug. 25, '10	
Bigger, Charles Albert	Ottawa, Ont	Aug. 15, '53	Mar. 30, '82	B C. L. S., O. L. S , Assistant Superintendent Geodetic Survey.
Bingham, Edwin Ralph	Fort William, Ont	— '78	Oct. 25, '06	O. L. S.
Blanchet, Guy Houghton	Ottawa, Ont	Feb. 12, '84	Mar. 10, '10	
Boswell, Elias John	Not known		" 18, '03	" M. L. S.
Bourgeault, Armand	St. Jean Port Joli, Que	Feb. 23, '58	" 29, '83	Q. L. S.
Bourgault, Charles Eugene	" "	Sept. 6, '61	Feb. 21, '88	
Bourget, Charles Arthur	Lauzon, Que	Aug. 26, '51	May 14, '84	"
Bowman, Herbert Joseph	Berlin, Ont	June 18, '65	Feb. 16, '88	O. L. S
Brabazon, Alfred James	Ottawa, Ont		May 13, '82	Boundary Survey, Dept. of the Interior.
Brady, James	Golden, B.C	Nov. 24, '40	April 14, '72	O. L. S., B. C. L. S.
Bray, Samuel	Ottawa, Ont	Nov. 5, '46	Nov. 14, '83	O. L. S., Chief Surveyor Dept. of Indian Affairs.
Bray, Lennox Thomson	Amherstburg, Ont	Mar. 14, '77	Feb. 18, '03	O. L. S.
Brenot, Lucien	Ottawa, Ont	Aug. 31, '87	Mar. 18, '10	
Brigdland, Morrison Parsons	Calgary, Alta.	Dec. 20, '78	" 10, '05	
Broughton, George Henry	Penticton, B.C	Aug. 12, '86	June 3, '09	B. C. L. S.
Brown, Charles Dudley	Winnipeg, Man	Feb. 25, '83	April 4, '10	
Brown, Thomas Wood	Edmonton, Alta		June 21, '09	
Brownlee, James Harrison	Vancouver, B.C	Mar. 22, '56	April 15, '87	M. L. S., B. C. L. S.
Bucknill, Walter Birch	"	May 8, '73	Mar. 19, '08	B. C. L. S.
Burgess, Edward Le Roy	Ottawa, Ont	May 5, '78	Feb. 23, '05	T. S. Branch Dept. of Interior.
Burnet, Hugh	Victoria, B.C		June 22, '85	O. L. S., B. C. L. S.
Burwash, Nathaniel Alfred	Whitehorse, Y.T.	Sept. 28, '79	Mar. 6, '07	O. L. S.
Burwell, Herbert Mahlon	Vancouver, B.C.	Oct. 23, '63	Feb. 17, '87	B. C. L. S.
Campbell, Allan John	Sidney, B.C	Oct. 1, '82	April 13, '09	
Campbell, Alexander Stewart	Kingston, Ont	Mar. 7, '80	Mar. 6, '09	
Carbert, Joseph Alfred	Medicine Hat, Alta.	Feb. 4, '56	May 12, '80	O.L.S., District Engineer and Surveyor, Dept. of Public Works, Alberta.
Carpenter, Henry Stanley	Regina, Sask	Feb. 8, '74	Feb. 20, '01	Dept. of Public Works, O. L. S.
Carroll, Cyrus	Prince Albert, Sask.	Dec. 6, '34	April 14, '72	O. L. S.
Carson, Percy Alexander	Ottawa, Ont	Dec. 25, '77	Feb. 22, '06	
Cartheu, William Morden	Edmonton, Alta	Oct. 19, '86	Mar. 29, '10	
Cautley, Reginald Hutton	Edmonton, Alta	Dec. 6, '79	May 1, '05	
Cautley, Richard Wm	"	Aug. 3, '73	Sept. 2, '96	
Cavana, Allan George	Orillia, Ont	Jan. 22, '58	Nov. 16, '76	O.L.S.

APPENDIX No. 10.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Birth.	Date of Appointment or of Commission.	Remarks.
Charlesworth, Lionel Clare	Edmonton, Alta	Nov. 17, '73	Mar. 24. '03	O. L. S., Dept. of Public Works for Alberta.
Chilver, Charles Alonzo	Walkerville, Ont	Feb. 8, '83	Feb. 22, '07	
Christie, William	Prince Albert, Sask	Feb. 13, '76	Mar. 22, '06	
Clarke, Charles Wentworth	Regina, Sask.	Nov. 19, '75	" 24, '10	
Cleveland, Ernest Albert	Vancouver, B.C	May 12, '74	June 27, '99	B C. L. S.
Coates, Preston Charles	Golden, B.C	" 16, '81	April 19, '07	"
Cokely, Leroy S	Merritt, B.C	Nov. 23, '84	Mar. 22, '10	
Côté, Joseph Adelard	Prince Albert, Sask.	June 5, '64	May 14, '84	
Côté, Jean Léon	Edmonton, Alta	May 6, '67	Mar. 21, '90	
Cotton, Arthur Frederick	New Westminster, B.C	Aug. 8, '52	May 11, '80	O. L. S., B. C. L. S.
Craig, John Davidson	Ottawa, Ont	Jan. 30, '76	Feb. 24, '02	Boundary Surveys, Dept. of the Interior.
Cumming, Austin Lewis	Cornwall, Ont	Aug. 25, '82	Feb. 3, '10	
Cummings, Alfred	Fernie, B. C	July 3, '80	Mar. 3, '09	B. C. L. S.
Cummings, John George	Cranbrook, B.C	Nov. 19, '73	Feb. 17, '04	"
Dalton, John Jos	Weston, Ont	June 12, '54	April 17, '79	O. L. S., D. T. S.
Davies, Thomas Attwood	Edmonton, Alta		Feb. 22, '06	
Dawson, Frederick James	Ashcroft, B.C	Sept. 22, '86	Sep. 12, '10	
Day, Harry Samuel	St. John, N.B	Nov. 14, '85	Mar. 9, '11	
Deans, William James	Brandon, Man	May 4, '60	May 13, '86	O. L. S.
de la Condamine C	High River, Alta	Feb. 13, '75	May 4, '10	
Dennis, John Stoughton	Calgary, Alta	Oct. 22, '56	Nov. 19, '77	D. T. S.
Denny, Herbert C	Not known		April 1, '82	
Dickson, Henry Godkin	Whitehorse, Y.T.	Mar. 29, '64	Mar. 19, '89	M. L. S.
Dickson, James	Fenelon Falls, Ont	Oct. 30, '34	April 14, '72	O. L. S.
Dobie, James Samuel	Thessalon, Ont.	Oct. 15, '73	Mar. 22, '06	O. L. S
Doupe, Jacob Lonsdale	Winnipeg, Man.	Sept. 14, 67	Oct. 6, '88	M. L. S., Asst. Land Commissioner for C.P.R.
Drewry, William Stewart	Nelson, B.C	Jan. 20, '59	Nov. 14, '83	O. L. S, B. C. L. S.
Driscoll, Alfred	Edmonton, Alta	July 2, '65	Feb. 23, '87	B. C. L. S.
Drummond, Thomas	Montreal, P.Q	1856	June 24, '78	D. T. S.
Ducker, William A	Winnipeg, Man	April 4, '52	Mar. 30, '83	O. L. S., M. L. S.
Dumais, Paul Thomas Concorde	Hull, P.Q	Jan. 2, '47	" 29, '82	Q. L. S.
Edwards, George	Ponoka, Alta.	June 13, '42	April 14, '72	O. L. S.
Edwards, William Milton	Lethbridge, Alta	" 21, '79	" 5, '10	
Ellacott, Charles Herbert	Victoria, B.C	Dec. 24, '66	Feb. 22, '99	B. C. L. S.
Empey, John Morgan	Calgary, Alta	April 16, '74	" 23, '05	O. L. S.
Engler, Carl	Ottawa, Ont	Sept. 30, '72	" 23, '05	T. S. Branch, Dept. of Interior.
Fairchild, Charles Courtland	Brantford, Ont.	Feb. 21, '67	" 20, '01	O. L. S.
Farncomb, Alfred Ernest	Lacombe, Alta	May 22, '73	Mar. 12, '02	O. L. S.
Fawcett, Thomas	Toronto, Ont	Oct. 28, '48	Nov. 18, '76	O. L. S., D. T. S.
Fawcett, Adam	Gravenhurst, Ont		Feb. 22, '93	
Ferguson, George Hendry	Toronto, Ont.	Jan. 20, '83	June 2, '09	
Findlay, Allan	Winnipeg, Man	Oct. 15, '80	Mar. 21, '08	
Fontaine, Louis Elie	Levis, P.Q	Oct. 3, '68	Nov. 30, '92	
Francis, John	Portage la Prairie, M	Dec. 22, '52	June 17, '75	M. L. S.
Garden, James Ford	Vancouver, B.C	Feb. 19, '47	May 13, '89	B. C. L. S.
Garden, George H	Lethbridge, Alta		April 14, '72	Deputy Surveyor for N.B.
Garden, Charles	Not known		" 14, '72	" "
Garner, Albert Coleman	S. Qu'Appelle, Sask.	Sept. 6, '78	May 27, '07	
Gauvreau, Louis Pierre	Not known		April 14, '72	
Gibbon, James	Dawson, Y.T	June 25, '60	Feb. 12, '91	O. L. S.
Gordon, Maitland Lockhart	Vancouver, B.C		" 18, '04	B. C. L. S.
Gordon, Robert John	Letbridge, Alta	June 18, '69	Mar. 12, '02	
Gore, Thomas Sinclair	Victoria, B.C	1852	April 19, '79	B. C. L. S.
Graham, John Robertson	Ottawa, Ont		May 26, '10	
Green, Alfred Harold	Nelson, B.C	Jan. 20, '79	Feb. 23, '05	B. C. L. S.
Green, Thomas Daniel	Prescott, Ont	Dec. 21, '57	May 19, '84	O. L. S.
Green, Frank Compton	Nelson, B.C		" 8, '03	B. C. L. S
Grover, George Alexander	Norwood, Ont		Feb. 18, '04	

APPENDIX No. 10.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Birth.	Date of Appointment or of Commission.	Remarks.
Hamilton, James Frederick	Lethbridge, Alta	April 4, '69	June 2, '09	
Harris, John Walter	Winnipeg, Man	Feb. 26, '45	April 14, '72	O.L.S., M.L.S., City Sur.
Harrison, Edward	Belleville, Ont		May 14, '10	
Harvey, Charles	Kelowna, B.C	May 5, '76	Feb. 17, '04	B. C. L. S.
Hawkins, Albert Howard	Listowel, Ont	July 27, '62	Mar. 6, '06	
Heaman, John Andrew	Winnipeg, Man	June 3, '75	July 15, '09	O. L. S.
Heathcott, Robert Vernon	Edmonton, Alta	July 7, '81	May 13, '07	
Henderson, Walter	Not known		Nov. 17, '83	
Heuperman, Lambertus Fred	Calgary, Alta	Sept. 20, '81	Mar. 29, '10	
Holcroft, Herbert Spencer	Toronto, Ont	" 4, '77	Feb. 18, '03	O. L. S.
Hopkins, Marshall Willard	Edmonton, Alta	May 24, '61	" 20, '01	O. L. S.
Hubbell, Ernest Wilson	Ottawa, Ont	Nov. 5, '62	May 19, '84	Inspector of Surveys, Topographical Surveys Branch, Dept of Interior.
James, Silas	Toronto, Ont	June 19, '34	April 14, '72	O. L. S.
Johnson, Richard Jermy	Brandon, Man	Feb. 5, '54	May 12, '80	O. L. S., B. C. L. S.
Johnson, Alfred William	Kamloops, B.C	" 23, '74	Mar. 12, '02	B. C. L. S.
Keith, Homer Pasha	Edmonton, Alta	Aug. 30, '85	Feb. 1, '11	
Kimpe, Maurice	Edmonton, Alta	Jan. 17, '76	May 13, '07	
King, William Frederick	Dominion, Observatory, Ottawa, Ont.	Feb. 19, '54	Nov. 21, '76	D.T.S., Chief Astronomer Dept. of Interior.
Kirk, John Albert	Summerland, B.C	Jan. 9, '54	May 11, '80	O.L.S., B.C.L.S.
Kitto, Franklin Hugo	Ottawa, Ont	Mar. 28, '80	Mar. 6, '08	Topographical Surveys Br. Dept. of Interior.
Klotz, Otto Julius	Dominion Observatory, Ottawa, Ont.	Mar. 31, '52	Nov. 19, '77	O.L.S., D.T.S., Astronomer, Dept. of Interior.
Knight, Richard H	Edmonton, Alta	June 7, '77	Feb. 18, '04	
Lang, John Leiper	Toronto, Ont		Oct. 14, '08	
Latimer, Frank Herbert	Penticton, B.C	May 23, '60	Nov. 13, '85	
Laurie, Richard C	Battleford, Sask	Jan. 31, '58	April 27, '83	
Lawe, Henry	Ottawa, Ont	Feb. 28, '38	April 14, '72	O.L.S., M.L.S. Topographical Surveys Branch, Dept. of Interior.
Lemoine, Charles Errol	Ville Montcalme, P.Q.		Mar. 31, '82	Q.L.S.
Lendrum, Robert Watt	Strathcona, Alta	July 24, '34	May 15, '80	O.L.S.
Lighthall, Abram	Vankleek Hill, Ont.	Mar. 30, '78	Dec. 25, '09	
Lonergan, Gerald Joseph	Buckingham, P.Q	Oct. 8, '71	Feb. 28, '01	Q.L.S Inspector of Surveys, Dept. of Interior.
Lumsden, Hugh David	Ottawa, Ont	Sept. 7, '44	Apr. 14, '72	O.L.S.
MacLennan, Alexander L	Toronto, Ont	May, 10, '78	Feb. 23, '05	
MacPherson, Charles Wilfrid	Dawson, Y. T	Sept. 6, '71	Mar. 7, '00	O.L.S. Director of Surveys, Y.T.
Magrath, Charles Alexander	Lethbridge, Alta	April 22, '60	Nov. 16, '81	B.A. Sc., O.L.S., B.C.L.S., D.T.S.
Martyn, Oscar William	Mitchell, Oct	Dec. 2, '88	Mar. 11, '11	
Meadows, William Walter	Maple Creek, Sask	May 27, '73	Feb. 23, '05	O.L.S.
Miles, Charles Falconer	Toronto, Ont	Jan. 30, '38	Apr. 14, '72	O.L.S. Inspector of Surveys, Dept. of Interior-
Mitchell, Benjamin Foster	Calgary, Alta	June 16, '80	April 16, '08	
Moberly, Harford Kenneth	Moosomin, Sask	—— '69	April 21, '03	
Molloy, John	Winnipeg, Man	Jan. 13, '40	April 14, '72	M.L.S.
Montgomery, Royal Harp	Prince Albert, Sask.	May 20, '82	Feb. 23, '05	O.L.S.
Moore, Herbert Harrison	Calgary, Alta	Dec. 1, '69	Feb. 17, '04	
Morrier, Joseph Eldedge	Ottawa, Ont	Aug. 29, '74	May 16, '07	
McArthur, James Joseph	Ottawa, Ont	May 9, '56	Apr. 17, '79	Boundary Survey, Dept. of Interior.
McCaw, Robert Daniel	Sidney, B.C	May 24, '83	Mar. 23, '09	
McColl, Gilbert Beebe	Winnipeg, Man	Oct. 8, '82	Mar. 20, '07	M.L.S., D.T.S.
McDiarmid, Stuart Stanley	Vancouver, B.C	Aug. 4, '81	Feb. 23, '05	B.C.L.S.
McFadden Moses	Vancouver, B.C	Aug. 26, '26	Apr. 14, '72	O.L.S., M.L.S.
McFarlane, Walter Graham	Toronto, Ont.	Sept. 28, '75	May 19, '05	

APPENDIX No. 10.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Birth.	Date of Appointment or of Commission.	Remarks.
McFarlane, John Baird	Claremont, Ont	Feb. 25, '79	June 3, '08	
McFee, Angus	Red Deer, Alta	July 14, '46	Apr. 19, '79	
McGeorge, William Graham	Chatham, Ont	Mar. 22, '87	Mar. 21, '10	
McGrandle, Hugh	Wetaskiwin, Alta	Mar. 12, '57	Mar. 30, '83	O.L.S.
McKenna, John Joseph	Dublin, Ont	....	Apr. 14, '72	O.L.S.
McKenzie, John	New Westminster, B.C.	Oct. 31, '47	Nov. 18, '87	
McLean, James Keachie	Ottawa, Ont.	Dec. 19, '51	Apr. 1, '82	O.L.S. Dept. of Indian Affairs.
McMillan, George	Finch, Ont	Dec. 9, '69	Feb. 22, '06	
McNaughton, Alexander L	Cornwall, Ont	Sept. 30, '81	Feb. 23, '05	O.L.S., B.C.L.S.
McPherson, Archibald John	Regina, Sask.	——— '70	Feb. 21, '01	
McPhillips, George	Winnipeg, Man.	April 26, '48	June, 17, '75	O.L.S., M.L.S.
McPhillips, Robert Charles	Winnipeg, Man.	Apr. 24, '56	May 17, '80	
McVittie, Archibald W	Victoria, B.C	May 5, '58	Mar. 30, '82	B.C.L.S.
Nash, Thomas Sanford	Ottawa, Ont	July 2, '75	Feb. 18, '04	Topographical Surveys Branch, Dept. of Interior.
Ogilvie, William	Ottawa, Ont	April 7, '46	Apr. 14, '72	O.L.S.
O'Hara, Walter Francis	Ottawa, Ont.	....	Feb. 19, '95	O.L.S.
Ord, Lewis Redman	Hamilton, Ont	Oct. 17, '56	Apr. 1, '82	O.L.S.
Parsons, Johnstone Lindsay R.	Regina, Sask	Jan. 18, '76	Feb. 23, '05	O.L.S.
Patrick, Allan Poyntz	Calgary, Alta.	July 18, '49	Nov. 19, '77	B.C.L.S., D.T.S.
Patten, Thaddeus James	Little Current, Ont.	Feb. 4, '59	Mar. 29, '83	O.L.S.
Pearce, William	Calgary, Alta.	Feb. 1, '48	May 10, '80	O.L.S., B.C.L.S.
Pequegnat, Marcel	Berlin, Ont	Apr. 27, '86	June 6, '10	
Peters, Frederick Hatheway	Calgary, Alta	Nov. 4, '83	Mar. 4, '10	Commissioner of Irrigation
Phillips, Edward Horace	Saskatoon, Sask.	Dec. 19, '78	Feb. 24, '02	
Phillips, Harold Geoffrey	Saskatoon, Sask.	Sept. 3, '87	Apr. 23, '10	
Pierce, John Wesley	Haileybury, Ont	....	Dec. 24, '09	
Plunkett, Thomas Hartley	Meaford, Ont.	June 1, '78	Mar. 12, '08	
Ponton, Archibald William	Edmonton, Alta	Jan. 25, '59	Mar. 18, '81	O.L.S.
Proudfoot, Hume Blake	Saskatoon, Sask	June 23, '58	Mar. 28, '82	O.L.S.
Rainboth, Edward Joseph	Ottawa, Ont	....	May 19, '81	Q.L.S., O.L.S.
Ransom, John Thomas	Toronto, Ont	Aug. 24, '88	Jan. 14, '11	
Reid, John Lestock	Prince Albert, Sask.	Sept. 12, '41	Apr. 11, '72	Dept. of Indian Affairs.
Reilly, William Robinson	Regina, Sask	Aug. 10, '57	Nov. 17, '81	O.L.S., M.L.S.
Richard, Joseph François.	Ste. Anne de la Pocatière, P. Q.	....	May 13, '82	
Rinfret, Raoul	Montreal, P. Q.	July 16, '56	Feb. 20, '00	Q.L.S.
Ritchie, Joseph Frederick	Prince Rupert, B.C.	May 23, '63	Jan. 7, '89	B.C.L.S.
Roberston, Henry H	N. Temiskaming, P. Q.	Sept. 13, '47	April 14, '72	Q.L.S.
Roberts, Sydney Archibald	Victoria, B.C.	April 10, '48	May 16, '85	B.C.L.S.
Roberts, Vaughan Maurice	Goderich, Ont	Mar. 22, '64	〃 17, '86	
Robinson, Ernest Walter P	Ottawa, Ont	May 8, '80	〃 1, '08	
Robinson, Franklin Joseph	Regina, Sask.	Oct. 20, '70	Feb. 20, '00	Deputy Minister of Public Works.
Rolfson, Orville	Walkerville, Ont	Feb. 26, '85	July 11, '08	
Rombough, Marshall Bedwell.	Morden, Man	Oct. 14, '35	April 14, '72	M.L.S.
Rorke, Louis Valentine.	Toronto, Ont	Feb. — '65	Aug. 13, '91	O.L.S. Inspector of Surveys for Ontario.
Ross, George	Welland, Ont.	June 12, '53	Nov. 21, '82	O.L.S.
Ross, Joseph Edmund	Kamloops, B.C.	Jan. 9, '61	Feb. 12, '91	O.L.S., B.C.L.S.
Routly, Herbert Thomas	Haileybury, Ont	June 20, '78	〃 15, '11	
Roy, George Peter	Quebec, P.Q	Oct. 1, '52	Nov. 17, '81	Q.L.S.
Roy, Joseph George Emile	Quebec, P.Q.	Mar. 14, '86	May 25, '10	
Saint Cyr, Jean Baptiste	Montreal, P.Q	Dec. 17, '66	Feb. 17, '87	Q.L.S.
Saint Cyr, Arthur	Ottawa, Ont.	Nov. — '60	〃 17, '87	
Saunders, Bryce Johnston.	Edmonton, Alta	Oct. 17, '60	Nov. 16, '84	O.L.S.
Scott, Walter Alexander	Galt, Ont	Aug. 8, '85	Mar. 9, '09	
Seager, Edmund	Kenora, Ont.	Nov. 22, '38	April 14, '72	O.L.S.
Sewell, Henry DeQuincy	Toronto, Ont	April 18, '48	May 16, '85	O.L.S.
Seymour, Horace Llewellyn	Edmonton, Alta	June 11, '82	Feb. 22, '06	O.L.S.

APPENDIX No. 10.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Birth.	Date of Appointment or of Commission	Remarks.
Shaw, Charles Aeneas	Greenwood, B.C	Nov. 16, '53	May 10, '80	O.L.S., B.C.L.S.
Sheply, Joseph Drummond	N. Battleford, Sask.	Sept. 13, '79	Mar. 12, '06	
Smith, Charles Campbell	Ottawa, Ont	Jan. 1, '73	Feb. 22, '06	O.L.S.
Smith, Donald Alpine	Claude, Ont	Sept. 22, '80	April 21, '10	
Smith, James Herbert	Edmonton, Alta	Nov. 8, '76	Feb. 23, '05	
Speight, Thomas Bailey	Toronto, Ont	Feb. 8, '59	Nov. 16, '82	O.L.S.
Starkey, Samuel M.	Codys, Queen's Co, N.B.	Sept. 4, '37	April 14, '72	
Steele, Ira John	Ottawa, Ont	April 6, '81	„ 16, '08	
Stewart, Elihu	Collingwood, Ont	Nov. 17, '44	„ 14, '72	O.L.S.
Stewart, Lionel Douglas	Collingwood, Ont		Jan. 27, '10	
Stewart, Will Malcolm	Saskatoon, Sask	Nov. 26, '84	June 6, '07	
Stewart, Louis Beaufort	Toronto, Ont	Jan. 27, '61	Nov. 22, '82	O.L.S., D.T.S.
Stewart, George Alexander			April 14, '72	O.L.S.
Stock, James Joseph	Ottawa, Ont	Aug. 16, '87	Mar. 2, '10	
Street, Paul Bishop	Toronto, Ont	Dec. 3, '81	„ 29, '10	
Summers, Gordon Foster	Haileybury, Ont		Oct. 20, '10	
Talbot, Albert Charles	Calgary, Alta	April 5, '56	May 13, '80	
Taylor, Alexander	Portage la Prairie, Man.	Aug. 6, '75	June 9, '04	M.L.S.
Taylor, William Emerson	Owen Sound, Ont	Aug. 3, '81	Dec. 16, '10	
Teasdale, Charles Montgomery	Concord, Ont	Oct. 18, '79	Mar. 9, '06	
Thompson, William Thomas	Grenfell, Sask	Nov. 1, '53	Nov. 19, '77	D.T.S.
Tracy, Thomas Henry	Vancouver, B.C.	June 25, '48	April 14, '72	O.L.S., B.C.L.S.
Tremblay, Alfred Joseph	Les Eboulements, P.Q.		Feb. 18, '90	
Turnbull, Thomas	Winnipeg, Man	May 26, '57	Mar. 29, '82	O.L.S.
Tyrrell, James William	Hamilton, Ont	May 10, '63	Feb. 16, '87	O.L.S.
Vaughan, Josephus Wyatt	Vancouver, B.C.	Oct. 17, '45	June 11, '78	B.C.L.S.
Vicars, John Richard Odlum	Kamloops, B.C.	April 16, '55	May 17, '86	O.L.S., B.C.L.S.
Waddell, William Henry	Edmonton, Alta	Mar. 23, '83	Mar. 25, '07	O.L.S.
Waldron, John	Pine Grove, Ont	Aug. 1, '72	April 2, '07	
Walker, Claude Melville	Guelph, Ont	Oct. 16, '84	Mar. 11, '11	
Walker, Ernest Ward	Regina, Sask	Dec. 26, '75	„ 27, '07	
Wallace, James Nevin	Calgary, Alta	Aug. 21, '70	Feb. 20, '00	O.L.S.
Warren, James	Walkerton, Ont	Nov. 7, '37	April 14, '72	
Watt, George Herbert	Ottawa, Ont	Feb. 5, '76	Feb. 24, '02	
Weekes, Abel Seneca	Edmonton, Alta	Feb. 17, '66	„ 11, '92	
Weekes, Melville Bell	Regina, Sask	Nov. 28, '74	„ 18, '03	O.L.S.
Wheeler, Arthur Oliver	Calgary, Alta	May 1, '60	Nov. 21, '82	O.L.S., B.C.L.S.
White-Fraser, George W.R.M.	Ottawa, Ont	——— '61	Feb. 21, '88	D.T.S.
Wiggins, Thomas Henry	Saskatoon, Sask.	Aug. 24, '63	„ 18, '96	O.L.S.
Wilkins, Frederick W. B.	Norwood, Ont	June 27, '54	May 18, '81	O.L.S., D.T.S.
Wilkinson, William Downing	Not known		Feb. 22, '93	
Williams, Guy Lorne	Enderby, B.C	Mar. 3, '79	June 24, '08	B.C.L.S.
Woods, Joseph Edward	Pincher Creek, Alta.	Oct. 13, '61	Nov. 14, '85	
Young, Walter Beatty	Winnipeg, Man	July 6, '80	Mar. 25, '05	M.L.S.
Young, William Howard	Lethbridge, Alta	June 8, '78	May 17, '07	

PART V

DOMINION PARKS

DOMINION PARKS

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION PARKS.

OFFICE OF THE COMMISSIONER OF DOMINION PARKS,
EDMONTON, ALBERTA, April 1, 1911.

The Honourable FRANK OLIVER,
Minister of the Interior,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my third annual report as Commissioner of Dominion Parks for the year ending March 31, 1911.

For convenience I have arranged the report under the following heads:—

1. Report of the Commissioner of Dominion Parks.
2. Report of the Superintendent of the Rocky Mountains Park.
2A. Report of the Curator of the Banff Museum.
2B. Analysis of Nationalities of visitors to Banff Springs and Hotels.
3. Report of the Superintendent of Yoho and Glacier Parks.
4. Report of the Superintendent of Jasper Park.
5. Report of the Superintendent of Buffalo Park.
6. Report of the Superintendent of Elk Island Park.
7. Report of the Superintendent of Waterton Lakes Park.

In presenting my report for the year ending March 31, 1911, I have attached reports from the superintendents of the different parks in control of this branch of the Department of the Interior. These reports give in detail an account of the work carried on in, and the operation of the parks under their charge.

In the month of June, 1910, the office of the Commissioner of Dominion Parks was moved from Banff to Edmonton in order that the commissioner might be in closer touch with the organization of the new park in the Jasper Pass, and the Buffalo and Elk Island parks. I had, up to that time, been acting as superintendent of the Rocky mountains park at Banff, and my removal to Edmonton necessitated the appointment of a new superintendent for the Rocky Mountains Park. Accordingly, Mr. A. B. Macdonald was appointed to the position, and took charge in June, 1910.

I had previously arranged an outline of the work to be done in the Rocky mountains park during the year, so, as will be seen by his report, a large part of his duties outside of the routine work of the superintendent's office, was the completion of the work already arranged for.

REVENUE OF PARK.

It will be noticed that the revenue of the Rocky Mountains Park continues to show a steady and satisfactory increase over that of former years. For the year just ended the revenue of the park from all sources was fully 35 per cent over that of the previous year, and almost equalled the amount voted by parliament for the maintenance of that park. The revenue is derived from baths, sulphur water rates, ground rents, coal royalties, timber dues, livery and other licenses and permits; also a few other minor sources, and it is pleasing to note that every department shows an increase.

GAME AND FIRE PROTECTION.

Since the inauguration, in 1909, of a system of game and fire protection, by the appointment of permanent game and fire wardens, whose duty it is to patrol the park, the game in the park has greatly increased and the animals are coming closer to the village of Banff and the paths of the tourists, and are less timid. As a matter of fact it is no uncommon occurrence to see deer on the lawns of the residences of Banff. A band of eighteen mountain sheep wintered last year within one half mile of the Canadian Pacific railway station at Banff. This has been largely due to the exclusion of dogs from the park and the enforcement of the regulation prohibiting the carrying of any, but sealed, fire-arms within the confines of the park. The fact that these game wardens are constantly patrolling the park has resulted in the almost total abolition of the poaching, and only one or two instances of this were brought to the attention of the park superintendent during the year. A conviction was secured in one case, and a heavy penalty imposed, which will have the effect of preventing a recurrence of the offence.

In my opinion a strict enforcement of the regulations will result in a very rapid increase in the numbers of game, and thus an additional attraction will be furnished for tourists visiting this favourite resort.

There is no doubt that the patrolling daily of the park by the fire guardians, and the enforcement of the regulations regarding camping parties, has been largely responsible for the small amount of damage by fire reported, and is sufficient proof of the wisdom of having permanent men on the ground. In many cases, when out on patrol, they have been able to discover and extinguish small fires before they had made much headway, and have thus been enabled to preserve much of the natural beauty of the park. These small fires were, in most cases, caused by the thoughtlessness of smokers, but in such an extended area, where there are so many such persons, it is almost impossible to fix the responsibility in every case.

The above remarks will also apply to the Yoho and Glacier parks, where the conditions are almost similar. These parks are, year by year, becoming more favourite resorts for tourists as their natural beauty and charm become better known. The revenue from these parks also shows a very satisfactory increase.

PERMANENT IMPROVEMENTS.

As will be seen by the reports of the superintendents of these parks, a more than usual amount of work was done during the year in the parks along the main line of the Canadian Pacific railway. Perhaps the most important work was the completion of that part of the coach road within the Rocky Mountains Park connecting Banff with the city of Calgary. Three new bridges were built on this road, which is now in a passable condition. It is understood that the Alberta government intends, during the summer, to expend a considerable amount of money on the road east of the park, so as to make it possible to travel by automobile from Calgary to Banff. This should attract a greatly increased number of visitors from that city.

It is also intended to extend this year the coach road to Castle mountain and Laggan, an appropriation for which has been made by parliament. This road will greatly increase the efficiency of the fire patrol system. Running as it does along the north of and parallel to the main line of the Canadian Pacific railway, it furnishes a fire-break on that side of the railway; and with the Bow river on the south side, the railway will be practically fire-guarded on both sides through the park. From Castle mountain the road can be extended some eight or nine miles to the limits of the park at Vermilion Pass, to connect with the road now under construction by the British Columbia government, from that pass, through the Windermere valley, to Fort Steele and Cranbrook. Tourists to the Rocky Mountains Park would thus have easy access to the beautiful Columbia valley, which would provide an additional attraction for them.

In the Yoho Park, as will be seen by the report of Mr. Hunter, a considerable amount of work was done in the townsite of Field in opening up and grading new streets and in moving a number of buildings erected by squatters on the streets before this area was taken into the park limits. The townsite lots were placed on the market during the year, and a considerable number of them have been leased for a term of forty-two years, under the usual parks regulations. In future a considerable revenue will be derived from this park.

In addition to this about four miles of entirely new road was constructed, including the extension of the road up the valley of the Yoho river to the beautiful Takakkaw falls, which excite the wonder of every visitor, and will prove one of the great future attractions of the park. In addition there was built a new road about one mile in length from the Emerald lake road to the natural bridge over the Kicking Horse, giving access to a very beautiful piece of scenery.

A considerable amount of work on the trails in Glacier Park was done during the year, as shown by the report of the superintendent, and a number of new trails were opened to different beauty spots in the park.

One of the heaviest items of expenditure on work of road building during the coming season will be the construction and extension of the coach road from Banff to Laggan. It is hoped that from fifteen to twenty miles of entirely new road will be completed this year. This will be the chief feature of the work in the Rocky Mountains Park during the year, the other work being merely some small road and trail connections in the vicinity of Banff. We have also called for tenders for the construction of over fifty miles of trail in the vicinity of Banff, which will not only be a great convenience to tourists, but will be of immense value in perfecting the patrol system of the park in permitting the fire and game guardians to reach the outlying portions more quickly and easily.

ANIMALS IN CONFINEMENT.

The report of the superintendent of the Rocky Mountains Park shows that the animals in confinement in the paddocks and at the museum have done unusually well, and the collection has been increased, not only by natural increase, but by the addition of new specimens.

This feature of the attractions at the park is one of the most popular ones. This is evidenced by the large number of people who visit the paddocks and the museum, and spend hours at a time watching and studying the habits and actions of the different animals.

INCREASED NUMBER OF VISITORS.

During the year 63,494 visitors registered at the hotels and summer cottages in Banff, an increase of 7,042 over the previous year, and more than double the number registered in the year 1907. These represented, so far as ascertained, twenty-six different nationalities.

I have before me the annual report of the superintendent of the Yellowstone Park in the United States for 1910, which gives the total number of visitors to that resort as 19,575 for the year. From this it will be seen that more than three times as many people visit Canada's national park as visit the favourite tourist resort of the United States.

Judging from the increasing number of visitors year by year, it is reasonable to expect that there will be a still further increase in future years, and that additional accommodation, in the way of baths, &c., is an absolute necessity if the park is to retain its present popularity as the favourite resort of the continent.

The value of this large tourist traffic, as an asset of the Dominion of Canada, in direct revenue, may be judged from the following extract from the report of Commissioner Whipple of the Adirondack parks in New York state:—

'The Commission's report shows that Adirondack hotels in Clinton county accommodate 3,153 persons; Essex, 7,719; Franklin, 4,626; Fulton, 410; Hamilton, 2,395; Harkimer, 2,415; Lewis, 510; Oneida, 150; St. Lawrence, 1,223; Warren, 3,060; or a total of 28,502 persons. The above figures do not include the private camps and sanitariums. The average length of time spent in the Adirondacks by each visitor is about two weeks; hence it is figured that in those days about 200,000 people sought recreation and health in that region. This estimate was proved to be about right by the reports of the railroads—the Central and the Delaware & Hudson—which showed that 225,000 passengers were carried during the summer season.

'It was estimated that more than $7,000,000 were invested in hotels and boarding houses, and about $4,000,000 in private camps and cottages. The total wages paid to 18,307 guides, clerks, servants, cooks, &c., were $991,550; cash paid for board, carriages, boats, &c., amounted to $5,213,210; for railroad fares, $875,000. Thus more than seven millions were spent by summer resorters. This business is largely dependent upon standing forests. The water-power, developed and undeveloped, of much greater value, also depends upon the forest. Present lumbering methods are the great power which works toward the ruin of these two great industries.'

It is a well known fact that the natural attractions of the Adirondack Parks do not compare with those of Canada's National Parks, and there is no doubt that in a very few years the number of tourists to these parks will be greater than that to the Adirondacks, and that their stay will be of longer duration.

ALPINE CLUB OF CANADA.

The Alpine Club of Canada continues to attract widespread attention to the Canadian mountain ranges. The Club House at Banff was open, as usual, all the season and an appreciable part of the secretary's time was daily taken up in giving information to strangers from all parts of the world.

The annual camp was held this year in Consolation Valley, near the lower lake. In spite of the long distance from the railway a large attendance was registered. A synopsis by provinces, states, and countries is here given.

FROM CANADA.

British Columbia—Chilliwack, Cranbrook, Field, Golden, Keremeos, Vancouver, Victoria.

Alberta—Banff, Brant, Calgary, Carbon, Cowley, Coleman, Crossfield, Leduc, Lethbridge, Okotoks, Pincher Creek, Red Deer.

Saskatchewan—Moosejaw, Regina, Saskatoon.

Manitoba—Lillyfield, Winnipeg.

Ontario—Peterborough, Pinkerton, Port Hope, Toronto, Walkerton, Woodstock.

Quebec—Montreal, South Durham.

FROM THE UNITED STATES OF AMERICA.

Illinois—Chicago, Galesburg.
Massachusetts—Boston, West Newton.
Michigan—Saginaw.
Minnesota—Minneapolis, St. Paul.
Missouri—St. Louis.
New Hampshire—Antrim.
New York—Brooklyn, New York.
Oregon—Portland.
Pennsylvania—Bryn Mawr, Philadelphia.
District of Columbia—Washington.

FROM OVERSEAS.

England—Buckhurst Hill, Croydon, London, Stoke-upon-Trent, Wimbledon.
Austria—Vienna.
Italy—Florence.
Sicily—Rizzola.
Switzerland—Interlaken.

The following mountaineering clubs were represented:—

The Alpine Club (England), The American Alpine Club, The German-Austrian Alpine Club, The Italian Alpine Club, The Swiss Alpine Club, The Appalachian Mountain Club, The Fell and Rock Climbing Club.

Members of the following learned societies were present:—The Royal Society, The Royal Geographical Society, The Royal Meteorological Society, The Royal Society of Medicine, The Zoological Society.

Thirty-three members graduated to full membership upon Mountains Bident, Fay, Temple, Stephen and Eiffel Peak. Among important climbs made were the first ascents of mountains Douglas, Babel, Quadra and Chimney Peak, the last being a hitherto unnamed peak to the south of Mount Fay, on the ridge between Prospectors valley and Boom lake. Assiniboine was ascended by a new route as well as by the usual one. Hungabee was also climbed. The two distinguished English mountaineers, Professor Norman Collie and A. L. Mumm, were again unsuccessful in their attempt upon Mount Robson, perhaps the most ill-conditioned as well as the highest peak of all the Rockies. In the Selkirks further explorations were made, and in recognition of their good work two members, S. H. Baker and Howard Palmer, were admitted to the fellowship of the Royal Geographical Society.

A small camp was also stationed in the upper Yoho Valley from which much good climbing was done.

Immediately after the annual camp the Club organized a small expedition for the purpose of showing some of the less known and greatest beauties of the Canadian Alps to Dr. Longstaff, the Himalayan explorer, and his sister. A week was spent in a journey to the head of the Bow Valley, across the mountains to the Yoho Glacier, returning by the incomparable Yoho Valley. Several mountains were climbed and some idea gained of the vast possibilities of the country from the point of view of an experienced mountaineer.

The club continues to grow and appeals yearly to a wider and more distinguished circle. A few years ago the Canadian Pacific Railway Company had much difficulty in finding work for their Swiss guides. During the past years it was impossible for mountaineers to obtain the services of any of them without long previous arrangements.

TOWN OF BANFF.

The town of Banff continues to increase in size and in the number of permanent residents. During the year a considerable number of cottages of a much superior class were erected. These are occupied principally by families from the four western provinces during the summer months. During the past couple of years I have noticed a marked increase in the number of people who come to Banff during the winter for their health and to get away from the bleak winds of the prairie, to spend the winter among the pines.

Among the improvements made may be noted the improvements of the Banff Springs Hotel by the Canadian Pacific Railway Company costing $125,000. These consist of additions and changes to make the hotel more suitable for the accommodation of the large number of guests. It is also understood that improvements will be made to provide for winter as well as summer tourists and that it is the intention of the Company to keep the hotel open the whole year round.

The Canadian Pacific Railway Company has also completed, during the year, a splendid new station 600 ft. in length for the accommodation of the travelling public, also a fine new station at Laggan. The company has also expended, during the year, about $50,000 in improvements to the Lake Louise Chalet.

NEW BATH HOUSE.

In former reports I drew the attention of the department to the total inadequacy of the accommodation at the baths at the sulphur hot springs. It has given me the greatest amount of pleasure to learn that the suggestions made in my reports have been recognized, and that an appropriation has been made by parliament for the purpose of erecting a modern bath-house. Work will commence early in October after the rush of the season is over, and we hope to have it completed in time for the season of 1912. Plans are now being prepared which provide for one of the most up-to-date bath houses on the continent of America, being principally of marble.

BUFFALO PARK.

As will be seen by the report of Superintendent Ellis of the Buffalo Park at Wainwright, the animals in that park are doing exceptionally well, and a large natural increase may be expected in the future. The Buffalo imported from Montana have taken very kindly to their partial confinement and appear quite contented with the grazing ground provided by the government.

During the year seventy-four head were brought in from the Pablo range in Montana, and in order to introduce new blood into the herd it was considered advisable to purchase thirty head from the Conrad herd in the Kalisper valley. Fifteen of these were brought in in October 1910 and the remaining fifteen in March of this year. There is no doubt that the crossing of these with those of the Pablo herd will be of great benefit and counteract the effect of any inbreeding that may have taken place.

It was hoped that Pablo would have completely cleared the range and delivered all the animals contracted for by April 1, but, after repeated efforts, he was forced to abandon it as the animals had become scattered over a wide extent of country and could not be collected. Mr. Pablo is making another heroic effort to round up the balance of the herd and it is his intention, in the event of being unable to collect the whole of the number still at large, to shoot them without reserve. He is doing everything in his power to fulfil his contract to the letter and ship every animal that it is at all possible to secure. During the winter twenty-five old bulls, which had become very fierce, charging the riders and proving themselves a nuisance in the efforts to collect the other animals, were destroyed.

I cannot speak too highly of the good faith of Mr. Pablo in connection with the delivery of the buffalo contracted for by the Canadian government. He has acted in an upright, honourable manner all through the transaction, and his failure to deliver the last animal in his herd has been through no fault of his.

At the present time there are 809 buffalo in the park, an increase of 110 during the year. The loss during the year was seven head, four of which, however, were injured in shipping, so that the actual loss in the park was only three head. It is the intention to move about fifteen or twenty buffalo to the Moose Mountain Park during the present summer as the nucleus of a herd in that Park, for which an inclosure, about 2,500 acres, will be fenced off. Conditions are favourable for the placing of a number of buffalo in this Saskatchewan park, which was one of their favourite feeding grounds. Hitherto they have all been placed in Alberta. Although the past winter was unusually severe, a comparatively small amount of hay was used to feed the buffalo, which were not fed more than six weeks during the winter. As soon as the mild weather set in the animals left the hay and went back to grazing in the open prairie.

The Buffalo Park has proved a success in every particular, and has shown the wisdom of the selection of the location, not only as a home for the buffalo, but for other animals native to the country.

During the year, 11 moose, 7 elk, and 9 antelope were purchased and placed in the park. All are doing remarkably well with the exception of the antelope, six of which have died, notwithstanding the most careful attention.

I would recommend that a number of old buffalo bulls be disposed of in the month of December, when their coats or fur are at their best, as it would appear that there is no object in keeping this surplus stock after they are ten or fifteen years of age. I have no doubt that better results, in the way of increase, will be achieved with a fewer number of bulls in the herd.

The park as it becomes better known is attracting a large number of visitors and there is no doubt that when the Grand Trunk Pacific railway is completed to the coast, it will be visited by thousands of tourists, as it will contain by far the largest herd of buffalo in the world.

ELK ISLAND PARK.

In Elk Island Park, there are at present a total of 48 head of buffalo, the majority of which are males. The increase during the year was six, with no loss.

Some twelve hundred people visited this park during the summer, it being a favourite resort for campers from Edmonton and Fort Saskatchewan.

We also have a considerable number of moose, elk and deer which are increasing very satisfactorily.

WATERTON LAKES PARK.

This new park in southern Alberta in the Waterton Lake district, situated along the International boundary line adjoining the Glacier Park in the State of Montana, is noted as being a favourite game preserve. This park, which was previously a forest reserve, was only taken over during the year by the department for park purposes, and contains an area of fifty-four square miles, the largest portion of which is mountainous. It has for years been a favourite camping ground for the people of southern Alberta. During the year, over two thousand people camped in the park, some of them remaining for periods of from two to three months. It is also a favourite fishing ground, the numerous small lakes which are fed by mountain streams being literally filled with trout.

The only work done in the Waterton Lakes Park was the cutting of a good horse trail, six feet wide and six miles long, from Cameron Falls in the park to the

International boundary line. Tourists can now ride through to the road in Glacier Park and the boundary line can be patrolled so as to prevent poaching from the American side.

During the year, 150 villa lots were surveyed along the shores of the lake and already we have applications for a number of them for building purposes.

It is my intention, during the present year, to improve the present roads through the park and to construct several new roads, making it more easy to get to the boundary line on both sides of the lake, also to build trails to other points of interest.

JASPER PARK.

In my last annual report I made slight reference to Jasper Park, an area of over five thousand square miles along the route of the Grand Trunk Pacific railway, set apart a couple of years ago as a national park. At that time very little was known officially of this park, and no work of a permanent nature could be entered upon, owing to the fact that the railway construction had not reached the park. Mr. J. W. McLaggan, chief forest ranger, was appointed acting superintendent, temporarily, with two forest rangers. Mr. McLaggan's duties consisted of fire and game protection, carrying out the park regulations generally in regard to cutting timber, preventing squatters settling in the park and negotiating for the removal of those already there. He also had the oversight of the park generally, and one of the important parts of his work was the regulation of the stopping places and camps established in the park for the convenience of the railway construction work and to see that they were placed in such locations as, while serving the purpose for which they were established, would not destroy any of the natural beauties of the park. He also took care that no undesirable class should be allowed to enter the park and establish places of resort which might not be to the welfare of the men engaged in railway construction.

At the time that the park was reserved by the government there were a number of squatters settled in it, some of whom had been there for a great many years, in fact some of them had been born there and had grown up in the Jasper Pass. As it was not desirable that they should remain in the park, and as they had certain rights, negotiations were entered into for their peaceful removal. These negotiations, I am pleased to state, were, with one exception, successful; and at the present time only one man has refused the terms offered by the government and persists in retaining the lands on which he settled as a squatter.

As will be seen by the report of Mr. McLaggan, in spite of the fact that railway construction is being carried on through the entire length of Jasper Park and that a large number of men are employed, the park regulations are being well enforced. There has been very little destruction from forest fires, or killing of game or lawlessness. Mr. McLaggan reports having had the hearty support of the railway company and contractors in carrying out his duties. Without this co-operation it would have been impossible to have prevented destructive fires where such a long stretch of right-of-way is being cleared and where there are so many freighters camping along to tote road. The railway grading work extends for sixty miles within the park limits and thousands of men and hundreds of teams were employed. These freighters often camp at noon and some of them at night in the open and build camp fires. This required constant supervision and patrolling and there is no doubt that had this not been done, serious fires would have resulted.

In March of this year, I made a trip of personal inspection to Jasper Park, for the purpose of investigating as to whether it would be advisable to engage in any work of a permanent nature during the coming season.

I left Edmonton on March 24th, travelling by the Grand Trunk Pacific Railway to the end of steel at Prairie Creek, 183 miles west of Edmonton and three miles from the eastern boundary of the park. At Prairie Creek I was met by Mr. McLaggan and together we made the trip by team through the park, travelling over the tote road built by Foley, Welch & Stewart, contractors for the grading work of the Grand Trunk Pacific, for the purpose of freighting goods to their different camps along the right-of-way.

The first day's travel brought us to the Jasper Park Collieries, near the mouth of Fiddle creek, twenty-two miles within the park by rail and twenty-five miles by the tote road. The park up to this place is practically the entrance to the foot hills, the valley of the Athabaska river being from five to eight miles wide and mostly timbered with spruce and jackpine. An extensive timber limit extends into the park, the timber not being of a very high class for commercial purposes.

One of the purposes of my trip was to investigate the feasibility of establishing a townsite at or near the mouth of Fiddle Creek, about ten miles up which the hot sulphur springs are located. These springs, which I visited on my former trip, are located just east of Mount Roche A'Miette, whose sphynx-like head rises 9,000 feet above the level of the sea and forms a landmark for miles in very direction. The springs are at an altitude of 4,200 feet and are about 1,200 feet above the Grand Trunk Pacific. Two of the cluster of springs boil out of the side of a very high mountain and have a temperature of 116 degrees, which is three degrees hotter than the sulphur springs at Banff. They are highly charged with mineral properties and have a flow equal to the intake of a four inch pipe. There are a number of other springs in the immediate vicinity, one of which has the remarkable temperature of 125 degrees.

The canyon of Fiddle Creek, leading to the springs, is one of the most magnificent pieces of scenery yet discovered in the Rocky Mountains. This canyon towers for hundreds of feet, and in places the channel, worn by the water in past ages and through which it rushes with a mighty roar, is not more than twenty feet in width. To my mind this will become a very attractive place of resort for tourists in the future.

After an investigation of the mouth of Fiddle creek I concluded that it would not be advisable to make any survey of a townsite there until a traverse and survey of Fiddle creek had been made and also of the shortest route by which to pipe the water, which, from my present knowledge, I would consider probably to be at the Jasper Park Collieries, as being the nearest point to the springs and the most convenient to the railway lines. I would also recommend that surveyors be sent in there, during the coming year, with a view to locating a route for a carriage drive from the railway line to the springs, not particularly to locate the shortest route, but one that will give access to the beautiful scenery in the canyons, &c., leading to the springs. There is a very suitable location for a townsite near the collieries, which I consider more advantageous than that at the mouth of Fiddle creek. However, either one would be well adapted for the purpose.

At the Jasper Park Collieries, where we spent the night of March 25, a large amount of development work has been done, considering the fact that the company started operations only about a year ago. At the time of my visit a tunnel had been run 900 feet and was in a solid face of coal. Twenty-five men were employed and development work along different lines is being pushed ahead pending the laying of the steel on the Grand Trunk Pacific to this point. The mouth of the present tunnel is 275 feet above the railway line, and it is the intention of the company to drive another tunnel lower down and only a few feet above the track. The claim consists of 1,080 acres of coal lands on which three seams of fourteen feet, thirteen feet and five and a half feet in thickness have been explored for the entire length. The coal is of a very high quality of bituminous, somewhat similar to that found in the Crowsnest Pass, and is especially adapted for steam and domestic purposes.

A test of its cooking qualities was made in a crude stone coke oven built at the mine, the result being highly satisfactory, the product being pronounced equal to the best manufactured anywhere. The company have built excellent quarters for their employees and I found everything in connection with it in first-class condition. They are at present engaged in the construction of a tramway from the tunnel mouth to the railway track and a tipple for loading cars. They expect to be in a position, when the railway reaches this point, to supply all the coal required for the operation of this section of the road, in addition to a supply for shipment east for domestic and other purposes. The company is composed, principally, of local men with some outside capital.

From the townsite at the Collieries, previously mentioned, a magnificent view can be had of the broad valley of the Athabaska, alternating in meadow and clumps of trees, which gives it a beautiful park-like appearance. This with the mountains, including the Roche A'Miette and other peaks, as yet unnamed, forms one of the most lovely scenes imaginable.

I might mention here that in the valley at this point a band of twenty-eight horses lived out during the whole of the past winter, and on the occasion of my visit although they had not been fed anything but what they could rustle for themselves, were fat and sleek and in fit condition to go to work at any time. This would indicate that the climate in Jasper Park is even milder than that farther south. As a matter of fact the lack of snow during the past winter was one of the greatest drawbacks against which the railway contractors had to contend, there being only about three weeks of sleighing and in many cases freighters used wagons the whole season. This is the more remarkable in view of the fact that further east and south the winter was more than usually severe and the snowfall unusually heavy.

Fourteen miles west of the Jasper Park Collieries the Grand Trunk railway line crosses the Athabaska river at a very slight elevation above the water. The concrete piers were being constructed and it is expected that trains will be crossing the river in June of the present year. By that time it is hoped to have the grade completed to the entrance to the Yellowhead Pass, where the line leaves the Athabaska river and follows the Miette river to the summit, and to have the steel laid to this point by the end of July.

After crossing the river the drive up the valley is one of transcendent beauty. The valley is from three to five miles in width and is a natural park partially wooded and partially open grazing land. About eighteen or twenty years ago it was swept by a fire which destroyed almost all the timber, and the young timber, which at places is very dense, is making a very rapid growth. It would appear that nature intended this for the purpose to which it has been devoted.

At places the valley narrows and on rounding some point of rock or foothill new vistas of beauty meet the gaze. At different places the river expands into shallow lakes, the principal of which are Brulé lake and Jasper lake. Fish lake, a beautiful sheet of water, is separated from Jasper lake by a narrow ridge of land over which the line of the Grand Trunk Pacific runs for about three miles.

On either side of the valley are ramparts of hills behind which are towering snow-capped mountains rising in majestic grandeur and overlooking the beautiful valley. What is beyond this first range of mountains is yet unknown and it will for years to come form an inviting field for the adventurous exploring tourist.

Innumerable mountain streams, fed by the glaciers on the mountain tops, come rushing down over waterfalls and rapids to mingle their pure waters with those of the Athabaska. At one place, known as 'The meeting of the Waters,' where a number of small streams join the Athabaska, there is a scene of surpassing beauty. The river leaves Jasper lake by seven distinct channels, forming beautiful little wooded islands. These channels unite again to form one broad river. Along the route are a number of places of historic interest.

Nothing remains to mark the site of the old Jasper House, which at one time was a busy trading post of the Hudson's Bay Company, except a pile of stones which formed the rude fire place and some dilapidated graves, with their tumble down and decaying wooden palings and crosses which mark the sleeping places of those who in the long ago spent their lives in this remote part of the west.

The ruins of Henry House, the former headquarters for this region of the North West Fur Company, are just opposite the point where the Maligne river joins the Athabaska and is another point of historic interest, and it seems a pity that these two houses could not have been preserved as relics of the past.

At intervals along the valley are camps of graders and stopping places for freighters and travellers. These I found in good condition and, in general, conforming to the park regulations governing such places.

Forty-eight miles of the valley of the Athabaska from the eastern boundary of the park and at the junction of the Miette and Athabaska rivers is the proposed divisional point of the Grand Trunk Pacific. At present it is named by the Railway Company. 'Fitzhugh,' in honour of the Fourth Vice-President of the Grand Trunk Railway Company. The townsite is located on a level plateau about sixty feet above the valley of the Athabaska river. It is about two miles in length and about a mile in width. It appears to be well adapted for all the purposes of a divisional point and for a townsite on which to locate a tourist resort. The townsite overlooks the beautiful wooded valley of the Athabaska, which here stretches away for miles to the southwest, forming a very lovely picture. The Miette river comes rushing down from the summit of the Pass, fourteen miles distant, to swell the waters of the Athabaska. In the background, in every direction, are towering mountains, and among the hills, at an elevation of about 200 feet above the townsite, is a bench of land with two beautiful little lakes of the purest water. These, in addition to proving a great attraction to tourists, would supply sufficient water for a considerable town, which will undoubtedly grow up here, both from a tourist point of view and as a place of residence for employees of the railway. A survey of a tourist townsite for park purposes will be made during the coming season. This will be the starting point for many tourist parties up the valley of the Athabaska to the falls about ten miles distant. These falls have a sheer drop of eighty feet and are about 150 feet in width. The town will also be on the direct route to Mount Robson, which will be a future mecca for mountain climbers, as being the highest peak and the most difficult of ascent of any in the Rockies.

A contract has been let for the construction of a trail to Maligne lake, a distance of about thirty miles, to be finished before the end of June. This lake has been described by Mrs. Schaffer, of Philadelphia, the only person of note who has ever visited it, as being the most beautiful sheet of water she has seen in fifteen continuous years of exploration in the Rocky Mountains.

Fitzhugh is at present the headquarters for the engineering staff of the Grand Trunk Pacific, also the base of supplies for all construction material for the railway and will remain so until the steel reaches Tête Jaune Cache. The townsite is overgrown with a thick growth of young evergreens, which only require to be thinned out to form one of the loveliest parks imaginable.

I might here mention that the Canadian Northern Railway Company has its line surveyed through the park parallel to and at a short distance from the Grand Trunk Pacific, but as yet has done no grading in the park limits. While the Grand Trunk Pacific enters the park on the east side of the Athabaska river, the Canadian

Northern railway enters on the west side of the river and does not cross the river at all within the park. In passing through the Yellowhead Pass both lines will traverse the valley of the Miette river, which at places is very narrow, and it would seem that considerable engineering difficulties will be encountered to provide room for both roads. The grade up the Athabaska river valley to the entrance of the Yellowhead Pass is the easiest of any on the continent of America, the grade of the Grand Trunk Pacific from the entrance of the park to the summit being only four-tenths of one per cent, with very little rock work. In fact the construction of the road for this distance presents no more difficulties than building a road over the prairie. The altitude at Fitzhugh is only 3,520 feet and the altitude of the summit, at the highest point of land along the railway line, is 3,715 feet.

I have been repeatedly asked to make a comparison of the attractions of the Jasper Park and the Rocky Mountains Park, but have always refrained from making any such comparison. Both have their distinctive features, which must make them continue, for all time, favourite resorts for tourists from all parts of the world. It is hoped that in a short time the two parks may be united by adding the territory which now separates them, forming one continuous park, the largest in extent, and containing the greatest variety of and the most magnificent scenery in the world.

There are many other matters of which I would like to speak at this time in connection with these parks and the importance of keeping the public in close and intimate touch with our work. I feel that, if we are to attain our highest usefulness in the work we are trying to do, it is absolutely essential that we have the hearty co-operation and sympathy of the people of Canada and that they will see to it that means are not lacking to carry the work to a successful issue.

In conclusion, I wish to express my appreciation of the generous support given to the work by the Honourable the Minister of the Interior, and to congratulate his department on its excellent choice in the appointment of the superintendents of the different parks. These gentlemen have fulfilled their duties faithfully, honestly and in the best interests of the department. Every other official of the department with whom I have had dealings has accorded me the most courteous treatment and all appeared to be anxious to further the interest of what I consider to be one of the greatest assets of the Dominion.

Appended you will find the reports of the superintendents of the different parks under my supervision.

I have the honour to be, sir,

Your obedient servant,

HOWARD DOUGLAS,

Commissioner of Dominion Parks.

No. 2.

REPORT OF THE SUPERINTENDENT OF THE ROCKY MOUNTAINS PARK.

BANFF, ALBERTA, March 31, 1911.

The Commissioner of Dominion Parks of Canada,
Edmonton, Alberta.

SIR,—I have the honour to submit herewith my first annual report as superintendent of the Rocky Mountains Park of Canada for the fiscal year ending March 31, 1911.

As my appointment did not go into effect until the month of June, 1910, I feel that all the credit for the successful completion of the work is not altogether due to me, as a greater part of the plans and arrangements for the expenditure of the appropriation were made previous to the time I took up my duties here.

I am pleased to be able to report a most successful year in every respect and I have endeavoured to show every detail of the progress of work and conditions.

The amount of cash revenue collected at this office on account of the Mining Lands and Yukon Branch does not equal the collection for 1909-10, but when the payments of the majority of the coal companies on account of rental that were made at Ottawa direct, and which were formerly paid here, are taken into consideration, the increase will be found to be very large.

The Timber and Grazing Revenue shows a gratifying increase and the Forestry Branch Revenue has been much greater. We are not able at this time to ascertain accurately the amounts paid at Ottawa but when those we are certain of are added to our cash revenue it shows an icrease of over 37 per cent.

GAME AND FIRE PROTECTION.

The proper protection of our large numbers of some of the very best game in North America will always be a matter of considerable trouble in this locality, until the means are placed in our hands to have a staff of sufficient strength to keep a careful and systematic watch over the main trails leading to and from the Rocky Mountains Park. Although the majority of the tourists and inhabitants appreciate and observe our game laws, there are always a few willing and anxious to take advantage of the absence of the game guardians to kill game within the park limits. One party so disposed can do a great deal of damage in a very short time and I believe our system of giving head guides return seals for the guns in their parties is not a safe and satisfactory method of protection. I hope some day in the near future our appropriation will provide for the maintenance of a game guardian at three different points on the Red Deer river during the summer and fall months, so that all parties must have their guns sealed when returning to the Park.

One party was caught last year in the act of killing Rocky Mountain sheep, and an example was made of him by imposing the maximum fine and confiscating the heads and meat of the two sheep he had killed; and another person in the same party was fined for having an unsealed rifle in his possession.

We experienced some little difficulty with persons who had suffered from depredations of bears, as under the Park Regulations no one was allowed to carry a rifle unsealed, and they were therefore unable to destroy the animals that were demolishing their property; but there is very little likelihood of such cases arising in the future as we are now working upon a safe and systematic plan whereby these animals may be destroyed.

The appointment of temporary game guardians during the winter months has proved very satisfactory. Seven of these guardians were sworn in late last fall. They are merely allowed to carry unsealed rifles for the purpose of destroying lynx and coyotes. During the past three or four months they have reported killing about thirty coyotes. This is an exceptionally good record for a mountain district.

The past year has seen four convictions for carrying unsealed arms and two convictions for killing game, but I will venture to say that this does not constitute the full list of poachers within the park.

I notice in your last year's report that the sheep and deer were becoming very tame in the town of Banff, and in this connection I might mention that a large flock of mountain sheep have been feeding on the south side of Squaw mountain most of the winter, and the number of deer in the town that were becoming tame last year have become so familiar as to be little less than domestic pets this winter. Numerous times they have been fed in my own yard and could be seen at almost any time.

FIRE PROTECTION.

This branch of the work in connection with every park or forest reserve is without doubt one of the most, if not the most important consideration. One small fire, if not properly guarded against, can in a short space of time convert our present beautifully wooded park into a black and barren waste, drive our game from the country and leave practically nothing but the bare mountains and streams. Although our game and fire guardians have little else to do in the winter than patrol their regular rounds, they have worked early and late during the middle summer and fall and have been constantly on the alert for any fires. They report two fires at the east end of Lake Minnewanka, caused by the negligent campers. One large fire came down from the Brazeau and Ghost rivers to a point near the east end of Lake Minnewanka and we had to send a party of fighters out from here to prevent it getting into the park, which, I am glad to say, was accomplished after considerable work. Our guardians also extinguished deserted camp fires at the mouth of Panther river and on the Bow river, as well as fires of the same nature on the Spray and Kananaskis rivers. This makes a total of seven camp fires extinguished that might have become serious, but when it is understood that there were over twenty large parties of tourists outfitted here during the season, it will be seen that care has been exercised in issuing permits to the men in charge of these parties, as we cannot lay the blame of any of these fires to any of the guides, and it is my opinion that they have exercised commendable care in the location of their camp fires and in putting them out before leaving them.

The source of our greatest danger is from locomotives. We had fire guardians making two trips per day on velocipedes between Banff and Laggan, and one between Banff and Canmore. This is a distance of little more than sixty miles, and in that short distance these men extinguished no less than fifteen fires which they claim were in every case started by the sparks from the engines. However, I may say that the Canadian Pacific Railway Company have aided us this year by putting men to work clearing up all the dead trees and brush on the right-of-way, and if this same spirit of co-operation is manifested during the coming season it will greatly reduce the chances of fires catching from the locomotives.

In addition to the foregoing there was a fire started on the north side of Sulphur mountains in the neighbourhood of the Middle Sulphur Springs, and we had to call out a large force of men before it was finally put out. I have been unable to ascertain the cause of this fire.

ROADS, BRIDGES AND FENCING.

Between Canmore and the Gap a new Queen truss wooden bridge with planked floor was erected, fifty-six feet over all; and one half mile of the Calgary to Banff coach road completed in the neighbourhood of Exshaw. At Canmore, we built one and a half miles of new road and one new bridge of wood with 30 feet stringers and plank flooring with a driveway 14 feet wide; and another at the same town of practically the same dimensions except that the driveway is sixteen feet wide.

The Bow river bridge at Canmore was replanked a distance of two hundred and fifty feet as well as the fifty foot approaches at each end, making in all 350 feet of new planking on this bridge.

At Stony creek we erected a wooden bridge fifty-six feet over all, with Queen truss and 14 foot planked driveway. The old Duthill grade was lowered from a 15 per cent to a 6 per cent grade, and a culvert put in the coulee between Duthill and Stony creek.

In order to avoid the steep hill on the Spray river road it was necessary to grade a new road for a distance of one quarter of a mile. During March of this year we also built a bridge over the Spray river to connect with the trail to the Spray lakes. One span is 45 feet long with small truss and two additional spans of thirty feet each; also two twenty-five foot spans six feet inside, and all planked, with handrail on both sides. This bridge will be used only as a foot bridge and for pack horses, &c.

On the Laggan to Moraine lake road, a distance of about one and a quarter miles was completed, so that there now remains but little over one half mile before the road is completed to the lake. This drive is a very popular one.

Now that the most difficult work in connection with the Banff to Calgary coach road has been accomplished and only grading, gravelling, &c., remains to be done to make it a first-class coach road, it has been deemed advisable to extend this work from Banff to Laggan, thereby making an automobile and coach road from Calgary to Laggan, a distance of about one hundred and twenty-five miles.

At the buffalo paddock, one and a half miles of new wire fencing was erected for the Rocky Mountain sheep inclosures, and three-quarters of a mile of rail fencing rebuilt around the buffalo field. A number of streets were put in first-class shape and the Lake Minnewanka road repaired. Every road at the end of the season was in an excellent state of repair.

TRAILS.

The trail through the Mount Edith pass to the Sawback lakes was impassable last spring, as hundreds of trees were broken and thrown across it by the wind, thus choking it the greater part of the distance to the lakes. The clearing was completed and all stumps and trees on the lower side were cut off low to the ground, and the trail widened to six feet. The Pass is now clear for comfortable travelling direct to the lakes and was in constant use during the summer and fall by large parties of fishermen.

On the north side of Lake Minnewanka the trail was widened and well cleared from one end of the lake to the other, so that parties may now make this trip on horseback, whereas, heretofore, they have been obliged to take the steamer. The length of this trail is fourteen miles and is one of the most beautiful rides in the Minnewanka locality and fills a long felt want.

An excellent trail was completed to the Spray lakes, 24 miles southeast of Banff. For a number of years this has been in such a shape as to be almost impassable for horses, and the trip was only undertaken by those whose love for good fishing exceeded their fear of hardship and difficulties. Since its completion it has been in constant use during the fishing season. The very best rod fishing within the Rocky Mountains Park is found at the Spray lakes, Cut-throat trout averaging two pounds each rise readily to the fly, and a lover of this kind of sport will be doubly repaid for making this trip to the lakes, which has been made accessible by the building of this trail. It is also possible to go by this trail to the famous Mount Assiniboine (altitude 11,500), which has attained a world-wide reputation for its magnificence and beauty and has lured hundreds of Alpine climbers from all over the world to attempt its ascent, only a few of whom have been successful.

SIDEWALKS AND PATHS.

The increased patronage of Banff by tourists necessitated either the widening of the old plank sidewalk on Banff avenue or replacing it by something more substantial. It was therefore decided to put in a new cement walk, and an appropriation was granted for this purpose. Work was commenced in October and was completed within four weeks. It was built from Buffalo street to Cariboo street, a distance of 750 feet on each side of the road or a total of 1,500 feet of walk twelve feet wide. It adds greatly to the beauty of the thoroughfare, and although the cement was mixed and the walk made late in the fall, when some frost was experienced at nights, it is in excellent condition and has suffered no injurious effects from the extreme cold of the past winter.

In addition to the cement walk, we built 5,000 lineal feet of six-foot cinder paths on streets where there were sufficient residents to warrant the expenditure, so that people are now enabled to walk to their homes without having to wade through mud and water, and it is my intention to continue building these paths during the coming season, where and when required.

TELEPHONE SYSTEM.

Previous to this year our telephone system allowed for about fifty 'phones only, but prior to my appointment arrangements and purchases were made to increase the capacity to one hundred 'phones. This work was completed, so that should occasion demand it, we can supply one hundred subscribers. Although we have more 'phones in use than we had a year ago it will be observed that the revenue does not equal that of the fiscal year 1909-10. This is due to the lowering of the rate for resident phones from $18 per year to $15 and business phones from $36 per year to $20.

The work for the year consisted in the setting of fifty new cedar poles; stringing new wires; installing a new cable box and cable; and in addition to this, 15 new 'phones and other equipment were purchased.

OTHER IMPROVEMENTS.

One lane was opened in order to allow access to residents who had taken up lots at the foot of Tunnel mountain.

As our animal quarters back of the museum were becoming somewhat crowded, we built six new dens with cement floors and inclosed with heavy 1½-inch mesh iron wire netting fastened on tubular iron frames; also an octagon-shaped cage for eagles, &c.

The filling in and sodding of the museum grounds was finished, which has added greatly to its beauty and to the comfort of sightseers who visit the place in thousands. Last season the grass was long enough to be mown and during the coming season I expect to show a beautiful garden spot of this inclosure.

WATER WORKS AND SEWER SYSTEM.

Our work on the water and sewer system consisted chiefly of making water and sewer connections. This winter there were a few cases of frozen pipes where consumers had left their houses vacant and neglected to notify the office to shut off the water. We also had to renew parts of broken sewer pipes; but at the present time the whole system is giving the best satisfaction, with the exception of the intake. Late last fall an engineer was employed to look into this portion of our system and he reported the affair to be of altogether too crude a nature for such a system and recommended certain changes and improvements, such as devices to prevent the intake becoming filled and clogged with sticks, rock and gravel.

There was also considerable diking done on Forty Mile creek to protect the main water pipe from the intake, so that about all the necessary improvements required in this locality are confined to the intake for the coming season.

LOTS AND BUILDING.

This year has seen a great increase in permanent residents and applications for lots; there were fifty new applications and three-quarters of these have already been granted leases in consideration of the buildings erected upon their lots. The erection of these buildings has brought considerable money into the town, and a very conservative estimate of the amount spent on summer cottages and good houses would bring the total to over $30,000; but, when the different amounts spent on the improvements of their grounds, such as lawns, fences and walks, are taken into consideration, this total would easily reach $35,000.

In addition to the new residences built, the new Brett hospital was erected at a cost of $60,000, new Canadian Pacific railway station $35,000, King Edward hotel addition $2,000 and the Banff Springs hotel $80,000; which brings the total amount spent in Banff on buildings to the pleasing total of $212,000 or nearly a quarter of a million dollars. To my mind this is sufficient proof of the permanency of Banff as a tourist resort and of its ever-increasing popularity.

I am pleased to report a much better class of buildings erected and fewer $300 structures than in the past.

In addition to the large number of applications and leases granted for Banff townsite lots, there have been thirteen applications for Minnewanka townsite lots, and a number of these applicants are constructing their buildings.

For a great many years the residents of Canmore have been squatters upon the lots in that town, but this winter the whole ground was carefully gone over and every resident visited and their buildings inspected. This undertaking resulted in the granting of thirty-one leases and fifteen agreements, and it is expected that about twenty more will be granted within the next two months. This will make sixty-six lots under lease or agreement when added to the forty-six already granted, whereas formerly there were not over half a dozen or so. I might add that the Canmore lots (inside) are rented by the government for $8 per year and corner lots $9.50, subject to building conditions.

AVIARY.

Since the last annual report we have added one silver pheasant, two golden pheasants, two English ring neck pheasants, one grey horned owl and one golden eagle. They are all in excellent condition and are doing as well as a flock of well-cared for domestic fowl. They are inexpensive to keep and add greatly to our list of attractions. I have to report the death of one golden eagle and one of the North American vultures. At the present time we have in the cages the following:—

Grey Horned Owl	1
North American Vulture	1
Reeve's Pheasant	2
English Ring Neck	4
Golden Pheasant	3
Silver Pheasant	3
Lady Amherst	2
Total	16

THE FAUNA OF THE PARK.

All the animals confined in the Museum grounds cages have done unusually well this winter, and aside from the loss of one of the timber wolves, there are practically no losses to report. The wolf that died was the old male which has been in the possession of the park for a number of years, and expired of old age. In your report ending March, 1910, you mentioned five timber wolf puppies, and I wish to state that one of these, I am informed, was killed by the coyotes in the adjoining cage. Two of the remaining four were sold to an officer in the British Army and taken to England, which accounts for these animals. I also notice that you reported three young raccoons, but when I took up my duties here two of these had been killed by the male, but one was saved, however, and is doing nicely, although it had one foot eaten off. We had one female badger presented to the park, and these animals and the kit foxes appear to be doing one hundred per cent better since the new cages were built with the earth floors, which allows them to burrow and make nests under the ground. There are at this writing the following animals in the Museum cages:—

Black bear	1
Brown bear	1
Cinnamon bear	1
Mountain lion	1
Timber wolves	3
Coyotes	2
Kit fox	3
Red fox	2
Lynx	3
Raccoons	3
Badgers	3
Marmot	1
Wolverine	2
Marten	2
Mexican orange squirrels	3
Mexican black squirrels	2
Fox squirrels	3
Rhesis monkeys	2
Guinea pigs	8
Porcupines	3
Total	49

I might add that early last spring two Rhesis monkeys were purchased and these proved a great attraction. I was somewhat dubious as to these animals living through our rigorous winters, but I am now satisfied that these specimens can be kept here with more success than they can where the climate is warmer and more changeable. They were confined in the old pheasant house, and at no time was there a fire in the building. During the coldest weather their fur would be covered with frost, but the temperature was never changed except by the influence of the outside weather conditions. It is my opinion that had they been kept warm by artificial heat they would not have lived.

ANIMAL PADDOCK.

Since the seventy-seven head of buffalo were sent from here to Wainwright the remaining ones have shown a marked improvement. The caretaker reports them to be in much better condition now than they were at this time last year and I attribute this to the sufficient pasture afforded them by the lessening of the herd when the shipment was made to Buffalo Park. Seven magnificent three-year-old bulls were delivered to us from the Pablo herd and I expect to see a decided improvement in the progeny now that we have new blood. I have to report an increase of two in addition to the seven delivered from Wainwright, and the decrease of one that was killed and sold. This last was an old hybrid cow, and it is the intention to get rid of all impure stock. This leaves twenty-four head including two hybrids. Every head of all kinds has wintered well, and with the exception of a few deaths everything came through satisfactorily.

The Rocky Mountain sheep have become so tame as to allow the caretaker to feed them by hand. Whereas formerly the tourists asked to be directed to the buffalo they now as a rule request information as to where they can find these sheep.

During the past year we have lost two antelope, one white-tail deer and one kid Angora goat, by coyotes. There has been an increase of four moose, one elk, one white-tail deer, one mule deer and three Angora goats.

Professor Bell, of Nova Scotia, presented us with three Zulu sheep, which are something of a curiosity as they carry four long well-formed horns but otherwise resemble the Angora goat. It will be observed that we have but one mountain goat remaining as another was lost last winter. It is my opinion that these animals will never prove a success here. In their wild state they are seldom if ever found in the same neighbourhood with the Rocky Mountain sheep. The reason for this is not well understood but it is probable they live on a different kind of food from that of the sheep, and then they may require something necessary for their health and life that is not palatable to the sheep. The condition of these two species would bear this out as the sheep are fat, sleek and contented, whereas the goat have appeared to pine away and die. The only other animals not thriving are the antelope. They are still subject to ulcers in the throat and neck, and it appears to me the climate or food is not suitable for them. Since the above was written three of the antelope have been transferred to Buffalo Park.

The caretaker reports 20,365 visitors, which is a large increase over the patronage for 1910.

The following is a complete list of all the animals now in the animal paddock:—

Buffalo males	16	
Buffalo cows	4	
Buffalo heifers	2	
Hybrids	2	
	——	24
Moose bulls	9	
Moose cows	10	
	——	19

Elk males	7	
Elk females	7	
		14
White tail deer buck	1	
White tail deer, does	2	
		3
Mule deer, bucks	5	
Mule deer, does	4	
		9
Angora goats, male	2	
Angora goats, female	4	
Angora goats, kids	3	
		9
Persian sheep, male	1	
Persian sheep, female	3	
		4
Antelope, male	3	
Antelope, female	1	
		4
Zulu sheep, male	1	
Zulu sheep, female	2	
		3
Mountain sheep, males	2	
		2
Mountain goat, female	1	
		1
Total		92

HOT SULPHUR BATHS.

Notwithstanding the lack of sufficient accommodation for the public (which inadequacy was even more apparent than the previous season) the cave and basin and the Upper Hot Springs contributed an increase in revenue of 25 per cent in excess of the proceeds for the last fiscal year. The caretakers advise me that they have been obliged to turn away hundreds of people who wished to take the baths, as it was absolutely impossible to accommodate them. It is my opinion that this cramped condition of the baths is a matter of such importance as to demand immediate attention and the remedy should not be delayed one day longer than is absolutely necessary. I am attaching a statement of the number of visitors and bathers to be included in the appendices.

SULPHUR WATER ANALYSIS.

It may be of interest to the public to reproduce the report of the analyst of the Canadian government, who says officially:—

> The water is free from organic impurities and gives no albuminoid nitrogen. Each gallon contains dissolved sulphuretted hydrogen to the amount of 0·3 grains (equivalent to 0.8 cubic inch).

The dissolved solids are as follows:—

	Grains.
Chloride (in chlorides)	0·42
Sulphuric acid (SO3)	38·50
Silicia (SiO2)	2·31
Lime (CaO)	24·85
Magnesia (Mg)	4·87
Alkalis (as Soda, Na20)	0·62
Lithium	a decided trace.

The temperature of the spring is 114·3 degrees Fahrenheit.

COAL MINES.

The Bankhead Mines Limited, of Bankhead, and the H. W. McNeill Company, Canmore, ran full time for twelve months, and during that time mined a total of 555,040 tons of coal. This makes a total increase of 140,000 tons of coal, so that the expectations published in your last annual report have been fully realized.

CEMENT.

The works of the Western Canada Cement and Coal Company, of Exshaw, have been closed during the last twelve months, but I understand the company intends commencing operations again next month.

Before completing my report I am anxious to acknowledge the efficient and capable work performed by my assistants, as well as the valuable services of the officers of the Royal Northwest Mounted Police in enforcing the park regulations and maintaining law and order.

I have the honour to be, sir,

Your obedient servant,

A. B. MacDONALD,

Superintendent.

No. 2A.

REPORT OF THE CURATOR OF THE MUSEUM.

Rocky Mountains Park of Canada,
Banff, Alberta, April 1, 1911.

The Superintendent
of the Rocky Mountains Park,
Banff, Alberta.

Sir,—The number of visitors during the past year, although not quite up to the previous year, shows a steady increase.

Additions to the exhibits have been a full sized Rocky Mountain goat and an exceptionally fine goat head.

The collection of insects, the work of which has been going on for some years, has been considerably augmented since last year by the addition of about 200 or more moths and other insects, some of which are very rare. This was partly the result of my last season's collecting (1910), during which I used almost every opportunity to increase the value of the insect collection.

The Lepidoptera were gone over and poor specimens replaced by better ones and more uniform labels substituted for the original labels; also more cases were prepared for specimens.

In the classifying of insect specimens I again have to acknowledge my indebtedness for much assistance from Dr. L. O. Howard, Chief of the Bureau of Entomological Branch of the Experimental Farm of Ottawa, through Dr. C. Gordon Hewitt and Mr. Arthur Gibson; also to Mr. Wolly Dod, of Millarville, Alberta, for much valuable assistance in naming Heterocerra.

I have also sufficient material on hand to make up an outside exhibit for the museum, and have been able to supply some of those whose assistance I have received with valuable material.

I am sure the department will not consider unfavourably a small annual expenditure for the purpose of extending the usefulness of the museum as a place of interest to the general public, and that as curator I should be allowed more opportunities of taking collecting expeditions.

During the winter of 1910-11, I numbered and made up a complete list with the common and scientific names and value, &c., of all the specimens in the museum for the Department of the Interior, Ottawa. This naturally took up some time and therefore with my meteorological work as well, I have had a busy winter. The usual amount of information was supplied.

In the weather report appended will be found data of interest.

I am, sir,

Your obedient servant,

N. B. SANSON.

Number of visitors at the Museum from April, 1910 to March 31, 1911:—

Canada	7,344
United States	2,555
England	506
Scotland	172
Australia	71
New Zealand	56
Ireland	33
China	29
Germany	28
India	27
New South Wales	16
France	9
Wales	9
Austria	9
Africa	9
Hawaiian Islands	8
Italy	8
Russia	6
Switzerland	5
Mexico	5
Ceylon	4
Channel Islands	3
Malay Peninsula	3
Straits Settlements	3
British West Indies	3
Cuba	3
Philippine Islands	3
Hungary	2
Spain	2
Norway	2
Yukon	2
Greece	2
Isle of Wight	1
Tasmania	1
Beyrout, Asia Minor	1
Sweden	1
Isthmus of Panama	1
Roumania	1
Total	10,943

METEOROLOGICAL TABLES.

Maximum and Minimum Temperatures and the General State of the Weather between April 1, 1910, and March 31, 1911.

Date.	Thermometer Readings.		Weather, &c.
	Maximum for day.	Minimum for day.	
1910.	°		
April 1....	43·0	18·9	Cloudy ; light snow fall.
" 2....	37·0	26·1	Cloudy ; Oregon Juncos common.
" 3....	39·3	12·9	Fair ; fine day.
" 4....	42.3	27·9	Cloudy.
" 5 ..	41·1	33·5	Cloudy ; rain ; moths, &c.
" 6....	40·9	32·7	Cloudy.
" 7....	40·0	25·8	Cloudy ; Bow river opening gradually.
" 8....	46·3	29·8	Cloudy.
" 9....	53·8	29·2	Cloudy ; Bow river open ; roads dry about town ; anemone patens in flower ; frogs piping.
" 10....	57·0	29·9	Fair ; very fine day ; wild geese ; Vanessa antiopa ; grass becoming green.
" 11....	56·9	34·7	Cloudy ; flicker.
" 12....	52·4	31·8	Cloudy ; catkins on aspens in flower ; rain and snow.
" 13....	37·9	29·4	Cloudy.
" 14....	41·1	18·4	Fair.
" 15....	53·3	25·2	Fair ; butterflies, &c. ; fine day.
" 16....	56·4	35·1	Cloudy ; ruby crowned kinglet ; fine day.
" 17....	59·0	28·8	Fair ; river rising gradually ; fine aurora ; very fine afternoon.
" 18....	61·1	31·6	Cloudy ; bumblebees.
" 19...	65·4	32·6	Fair ; water insects ; rain ; fine day.
" 20...	51·4	39·3	Cloudy.
" 21....	48·9	31·2	Cloudy ; lunar corona ; first gophers.
" 22....	59·0	37·7	Fair ; no snow about.
" 23....	69·5	31·1	Fair ; perfect day ; very fine night ; mallard ; osprey ; king fisher
" 24 ...	72·6	37·3	Fair ; perfect day ; flying ants.
" 25....	75·4	30·5	Fair ; very fine day ; fine aurora ; aspens leafing ; fine night.
" 26 ..	72·8	33·3	Fair ; fine day ; aurora.
" 27....	60·8	36·4	Cloudy ; snow storm ; snow thaw rapidly.
" 28....	40·1	33·6	Cloudy.
" 29....	44·5	31·9	Cloudy ; snow ; San Diego Redwing ; Buffle headed duck ; grebe ; white crowned sparrows.
" 30 ...	37·1	30·2	Fair ; very fine day.
May 1....	47·9	18·3	Fair ; perfect day and very fine night ; launch on river ; Lake Minnewanka ice moving about.
" 2....	54·9	22·4	Fair ; perfect day ; fine sunset.
" 3....	59·9	23·9	Fair ; perfect day.
" 4....	65·5	26·9	Fair ; perfect day.
" 5....	71·3	30·1	Fair ; very fine day.
" 6....	67·8	34·1	Fair ; very fine day.
" 7... .	67·0	40·1	Fair ; very fine day ; Calypso borealis in flower.
" 8....	57·1	39·3	Fair.
" 9....	51·0	27·3	Cloudy ; rain and snow.
" 10....	40·3	33·2	Cloudy ; light rain.
" 11....	60·8	29·3	Cloudy ; fine day.
" 12...	58·7	36·9	Cloudy ; fine day though cloudy.
" 13....	58·4	34·7	Clouds ; snow flurries.
" 14 ...	50·2	34·3	Cloudy.
" 15....	50·9	30·4	Fair ; fine day ; swallow.
" 16....	60·9	27·9	Cloudy ; fine day though cloudy.
" 17....	61·8	45·0	Cloudy ; rain.
" 18....	46·9	37·2	Cloudy.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings. Maximum for day.	Thermometer Readings. Minimum for day.	Weather, &c.
1910.	°	°	
May 19...	47·7	32·4	Fair.
" 20....	53·1	32·2	Fair.
" 21 ..	66·5	28·3	Fair; perfect day; many insects.
" 22....	71·5	37·9	Fair; perfect day and night; several flowers in bloom; comet seen; eclipse of moon visible.
" 23....	75·6	31·6	
" 24...	75·6	36·7	Fair; very fine day.
" 25....	71·3	44·4	Cloudy.
" 26....	58·0	41·2	Cloudy.
" 27....	49·2	37·2	Cloudy; rain.
" 28....	57.1	28·8	Cloudy.
" 29 ..	62·5	42·2	Fair; fine day.
" 30 ...	61·4	30·9	Cloudy.
" 31...	60·2	41·9	Cloudy.
June 1....	57·8	36·4	Cloudy; rain; thunder and lightning.
" 2 ...	42·6	29·3	Cloudy.
" 3....	54·5	30·7	Fair; fine night.
" 4...	66·5	33·9	Fair; fine day and night.
" 5....	70·1	32·3	Fair; humming birds; very fine day.
" 6....	62·9	41·7	Cloudy; fine sunset.
" 7....	47·7	33·9	Cloudy; heavy rainfall.
" 8....	62·4	39·8	Cloudy.
" 9....	61·3	35·2	Cloudy.
" 10....	77·0	41·8	Fair; very fine day and night; fine sunset.
" 11 ...	76·5	38·8	Fair; light rain; fine morning.
" 12....	55·0	43·3	Fair; fine day.
" 13....	66·3	43·3	Fair; fine day.
" 14....	70·4	33·5	Cloudy; fine day and night.
" 15 ...	74·2	42·2	Fair; fine day and night.
" 16....	66·0	37·0	Cloudy.
" 17 ...	58·1	45·0	Cloudy; rain; fine evening.
" 18....	59·7	40·2	Fair; very fine day and night.
" 19....	68·2	36·0	Cloudy; heavy thunderstorm; wind.
" 20....	56·9	44·5	Fair; heavy rain; thunder.
" 21 ...	53·6	38·0	Cloudy; fine night; Bow river very high; wild roses in bloom.
" 22....	61·3	32·0	Fair; fine day and night.
" 23 ...	58·3	32·0	Cloudy; rain; fine night.
" 24....	68·6	35·0	Fair; very fine day; fine night.
" 25....	74·0	40·5	Fair; very fine day.
" 26...	75·4	40·2	Fair; very fine night.
" 27....	75·0	36·8	Fair; fine day.
" 28 ...	66·4	41·9	Fair; fine day.
" 29...	66·0	41·0	Fair; fine evening; very fine day.
" 30....	64·7	40·5	Fair; rain; fine afternoon.
July 1....	67·0	42·8	Fair; very fine day and night.
" 2....	63·0	34·5	Fair.
" 3....	63·2	36·0	Fair; light rain; fine morning and night.
" 4...	68·3	36·5	Fair; perfect day; fine night.
" 5....	72·7	34·8	Fair; very fine day and night.
" 6....	70·9	45·5	Cloudy.
" 7....	67·0	52·2	Cloudy; rain during night.
" 8....	69·0	40·8	Fair; fine day.
" 9 ...	74·7	36·8	Fair; very fine day.
" 10....	70·0	43·5	Fair; very fine day.
" 11....	79·4	39·8	Fair; very fine day and night.
" 12....	84·0	41·2	Fair; very fine day and night.
" 13....	80·0	47·8	Fair; very fine day and fine night; smoky.
" 14....	81·4	46·0	Fair; very fine day; smoky.
" 15....	75·0	52·2	Cloudy; light rain.
" 16....	85·0	44·3	Fair; fine day.
" 17....	84·9	45·9	Fair; light rain; fine day.
" 18...	77·4	46·7	Fair; very fine day.
" 19....	83.4	37·3	Fair; very fine day.
" 20...	84·6	39·0	Fair; very fine day.
" 21 ...	82·5	41·6	Fair.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings. Maximum for day.	Thermometer Readings. Minimum for day.	Weather, &c.
1910.	°	°	
July 22....	74·1	49·3	Cloudy.
" 23....	69·5	48·2	Cloudy.
" 24 ...	67·1	50·8	Fair.
" 25 ...	72·2	33·9	Fair; perfect day.
" 26....	62·2	44·8	Cloudy, light rain: thunder.
" 27....	73·5	34·3	Fair; perfect day.
" 28....	68·4	40·1	Fair.
" 29 ...	71·4	44·3	Fair; very fine day: smoky; light rain evening.
" 30....	77·0	41·0	Fair; very fine day but smoky.
" 31....	75·9	43·0	Fair; very fine day but smoky.
Aug. 1....	70·3	36·7	Fair; very fine day but smoky.
" 2....	70·1	39·7	Fair; very fine day and fine night.
" 3....	73·3	39·9	Fair; very fine day; perfect.
" 4....	64·8	40·5	Cloudy; rain; thunder and lightning.
" 5 ...	45·3	40·1	Cloudy; heavy rain.
" 6....	67·2	41·7	Cloudy; heavy rain.
" 7....	71·2	39·5	Fair.
" 8 ...	76·1	38·2	Fair; fine day.
" 9 ...	74·4	42·0	Fair; thunder; rain.
" 10....	72·0	43·5	Fair; fine day; thunder and lightning.
" 11 .	72·9	42·3	Fair; thunder; light rain.
" 12....	70·6	40·3	Fair; fine morning.
" 13 ...	61·3	45·7	Cloudy; rain; thunder and lightning.
" 14 ...	55·2	43·1	Cloudy; rain.
" 15....	59·0	42·3	Cloudy; rain.
" 16 ...	54·7	32·2	Cloudy; rain.
" 17....	67·4	32·8	Fair; very fine day.
" 18....	72·5	34·0	Fair; perfect day.
" 19....	76·4	39·5	Fair; perfect day and night.
" 20....	73·6	57·8	Fair; very fine day and night.
" 21....	63·5	41·3	Cloudy.
" 22....	60·2	43·8	Cloudy.
" 23.. .	39·1	32·8	Cloudy; snow and rain.
" 24 .	54·4	26·0	Fair; very fine day.
" 25...	65·2	29·3	Fair; perfect day; fine night.
" 26....	58·1	28·5	Cloudy; fine day.
" 27....	64·4	28·4	Fair; fine day.
" 28 ...	57·3	33·8	Cloudy; smoky; light rain.
" 29 ...	55·3	37·9	Cloudy.
" 30....	56·2	38·3	Cloudy; rain.
Sept. 1....	59·4	40·1	Fair; fine day; very fine night.
" 2 ...	64·6	31·0	Fair; fine morning.
" 3 .	54·9	46·7	Cloudy; rain.
" 4....	58·2	42·8	Cloudy.
" 5....	51·2	40·2	Cloudy; rain.
" 6 ..	45·0	38·2	Cloudy; rain.
" 7 ..	40·3	32·8	Cloudy; rain and snow.
" 8...	39·7	31·3	Cloudy.
" 9....	56·1	25·0	Fair; fine day.
" 10...	53·3	29·2	Cloudy; rain and snow.
" 11....	48·3	31·2	Cloudy.
" 12....	56·0	24·3	Fair; fine afternoon.
" 13....	60·5	25·2	Fair; perfect day.
" 14....	73·5	26·8	Fair; perfect day; very fine night
" 15....	72·6	30·8	Fair; very fine day and night; fine sunset.
" 16 ...	73·0	36·8	Fair; perfect day.
" 17....	70·5	38·9	Fair; fine day; very fine night.
" 18....	72·4	38·8	Fair; perfect day.
" 19 ...	76·3	35·5	Fair; perfect day; very fine night.
" 20....	77·4	33·9	Fair; perfect day and night.
" 21....	57·3	34·4	Cloudy; rain during night.
" 22....	61·4	38·8	Cloudy.
" 23 ..	56·1	39·3	Cloudy; rain with snow at night.
" 24 ..	37·0	28·3	Cloudy; aurora.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings. Maximum for day.	Thermometer Readings. Minimum for day.	Weather, &c.
1910.			
Sept. 25 ..	53·2	21·6	Fair.
" 26 ..	54·4	39.2	Cloudy.
" 27....	58·0	32·3	Fair.
" 28....	53·3	43·5	Cloudy ; rain mostly during night.
" 29....	50·9	39·9	Cloudy ; heavy rain ; light rain during night.
" 30 ...	48·5	36·4	Cloudy.
Oct. 1 ..	48·0	36·2	Cloudy.
" 2...	46·3	31·0	Cloudy.
" 3....	44·1	34·3	Cloudy ; rain.
" 4 .	46·7	33·9	Cloudy.
" 5 ...	50·7	35·0	Cloudy.
" 6 ..	49·2	38·7	Cloudy ; rain.
" 7 ...	49·5	38·3	Cloudy.
" 8 ...	59·9	37·6	Fair ; warm day with warm wind ; fine night
" 9 ...	59·4	41·8	Cloudy ; rain mostly during night.
" 10...	42·2	34·8	Cloudy ; light rain during night.
" 11...	44·0	34·3	Cloudy.
" 12 ...	50·1	38·0	Fair.
" 13....	55·1	31·7	Fair ; very fine day.
" 14. ..	54·5	46·5	Cloudy ; a gale ; fine sunrise
" 15 ..	62·5	49·8	Fair ; very fine day ; very fine sunrise and sunset.
" 16 ..	61·3	32·8	Fair ; very fine sunrise ; very fine day.
" 17 .	48·1	35·2	Cloudy ; rain.
" 18....	41·2	32·9	Cloudy ; rain and snow.
" 19....	48·8	24·6	Fair ; very fine day.
" 20 ...	52·7	34·2	Fair ; very fine sunrise.
" 21....	54·9	30·6	Fair ; fine day and night ; very fine sunrise.
" 22 ...	48·0	41·4	Cloudy ; fine morning ; fine sunrise.
" 23....	42·3	33·3	Cloudy ; fine day.
" 24 ...	41·0	32·4	Cloudy ; light rain ; heavier rain during night.
" 25 ...	41·0	31·5	Cloudy.
" 26 ...	32·5	21·0	Fair ; very fine day.
" 27....	36·1	7·7	Fair ; fine day and night ; very fine sunset ; skating on ponds.
" 28 ..	44·1	23·5	Cloudy ; a gale.
" 29....	49·3	37·0	Fair ; a gale.
" 30 ...	46·8	26·3	Fair ; very fine day.
" 31 .	42·8	29·3	Fair ; fine day and night ; fine sunrise.
Nov. 1..	39·2	21·2	Fair ; shooting stars.
" 2 ..	43·8	32·8	Cloudy ; rain during night.
" 3 ...	56·1	27.4	Cloudy.
" 4. ..	37·0	20·0	Fair ; very fine day.
" 5 ..	28·0	29·7	Cloudy ; snow flurries.
" 6....	37·2	30·8	Cloudy ; rain and snow.
" 7 ...	44·5	30·8	Cloudy ; rain.
" 8 ...	37·2	28·2	Fair.
" 9....	26·4	20·5	Cloudy ; light snow during night.
" 10 ...	35·0	20·9	Cloudy.
" 11...	38·3	31·8	Cloudy ; rain and snow.
" 12 ..	34·2	14·6	Fair.
" 13...	30·3	13·5	Fair.
" 14 ..	34·2	22·1	Cloudy ; fine day ; Bow river frozen partly over ; fine sunrise.
" 15....	32·7	11·6	Fair ; fine day ; fine moonlight night ; very fine sunset ; total eclipse of moon visible.
" 16 .	29·1	9·6	Fair ; very fine day and night.
" 17 ...	30·7	18·7	Fair ; fine day and moonlight night ; skating on Bow river.
" 18...	27·2	18·3	Cloudy
" 19...	32·7	23·8	Fair ; fine mildish day.
" 20	35·4	25·1	Cloudy.
" 21....	36·8	32·1	Cloudy ; rain and snow.
" 22....	34·7	27·2	Cloudy ; sleighing, but indifferent ; an icy surface on roads, &c.
" 23 ...	32·6	19·4	Cloudy ; snow flurries.
" 24 ...	25·0	9·3	Fair ; fine day.
" 25 ...	12·1	– ·8	Fair ; Bow river frozen all over.
" 26 ...	19·3	0·8	Cloudy ; fine day.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.		Weather, &c.
	Maximum for day.	Minimum for day.	
1910.	°	°	
Nov. 27	18·2	3·4	Cloudy.
" 28	22·8	5·6	Fair; fine night.
" 29	16·1	5·7	Cloudy.
" 30	17·2	8·6	Cloudy; snow flurries; ice on Bow river 9 inches.
Dec. 1	33·8	15·2	Cloudy; light snow at night.
" 2	12·9	8·2	Cloudy.
" 3	13·2	1·8	Fair; snow flurries.
" 4	34·3	2·2	Cloudy.
" 5	27·9	6·9	Cloudy; fine sunrise.
" 6	26·2	11·5	Fair; very fine day.
" 7	33·7	15·4	Cloudy.
" 8	32·7	25·2	Cloudy; light snow.
" 9	27·4	22·3	Cloudy; light snow.
" 10	22·8	7·9	Fair; fine night: good sleighing on some streets: snow on ground 4½ inches.
" 11	29·2	5·9	Fair.
" 12	42·2	24·2	Cloudy; very fine sunrise and sunset; a very fine lunar coronæ; a gale.
" 13	37·9	30·8	Fair; strong wind; fine night.
" 14	32·3	18·5	Fair; fine day; very large lunar halo.
" 15	30·3	18·0	Cloudy.
" 16	31·2	20·3	Cloudy.
" 17	29·8	16·0	Fair; fine day and night: snow flurries.
" 18	35·3	16·0	Fair.
" 19	27·5	19·6	Fair; very fine day and fine sunset.
" 20	31·7	19·1	Fair.
" 21	28·8	20·8	Fair.
" 22	19·9	6·1	Cloudy.
" 23	26·1	18·2	Cloudy; snow flurries during night.
" 24	28·6	21·7	Fair; fine day.
" 25	30·8	15·8	Cloudy.
" 26	29·9	25·3	Cloudy; snow during night.
" 27	21·7	11·2	Cloudy.
" 28	26·3	11·2	Fair; fine day; sleighing good.
" 29	28·6	20·1	Cloudy.
" 30	28·8	13·2	Cloudy; light snow during night.
" 31	-7·9	-14·5	Cloudy; snow flurries; ice on Bow river about 13 in.
1911.			
Jan. 1	-12.3	-32·7	Fair.
" 2	9·1	-23·4	Fair.
" 3	25·9	6·3	Fair; fine day.
" 4	33·6	15·0	Cloudy.
" 5	32·7	28·2	Cloudy.
" 6	35·7	28·4	Cloudy; light snow during night.
" 7	29·9	23·2	Cloudy.
" 8	20·2	-4·2	Cloudy; light snow; heavier snow during night; very stormy.
" 9	-20·7	-26·0	Cloudy; light snow; very stormy.
" 10	30·1	-33·3	Cloudy; light snow; very stormy.
" 11	-28·4	-32·8	Cloudy; light snow; stormy.
" 12	-31·0	-36·5	Cloudy; light snow; wind dropped.
" 13	2·8	-36·5	Fair.
" 14	5·0	-14·3	Fair; fine day; large lunar halo; snow on ground 9 inches.
" 15	14·2	-6·3	Fair.
" 16	20·2	3·2	Fair; fine day.
" 17	31·0	13·2	Cloudy.
" 18	9·4	-1·6	Cloudy; light snow; heavier snow during night.
" 19	25·9	1·2	Cloudy.
" 20	23·3	8·2	Fair; light snow during night.
" 21	18·3	-6·6	Cloudy.
" 22	20·1	10·7	Cloudy; stormy.
" 23	22·2	17·2	Cloudy; snow flurries.
" 24	26·2	3·0	Cloudy; light snow during night.
" 25	-5·0	-18·0	Fair; snow flurries.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.		Weather, &c.
	Maximum for day.	Minimum for day.	
1911.	°	°	
Jan. 26 ...	−14·8	−24·0	Cloudy ; light snow ; very stormy morning.
„ 27...	18·0	−3·2	Cloudy ; light snow ; heavier snow at night.
„ 28 ...	25·8	13·0	Cloudy.
„ 29....	21·6	5·7	Cloudy.
„ 30... .	30·9	17·0	Cloudy ; light snow during night.
„ 31....	−2·8	−8·2	Cloudy.
Feb. 1 ..	−15·6	−18·1	Cloudy ; light snow ; strong wind.
„ 2....	17·2	−27·5	Fair ; ice on Bow river as cut about 24 in.
„ 3....	22·7	12·2	Cloudy.
„ 4....	24·0	10·9	Cloudy.
„ 5 ...	31·3	13·2	Fair.
„ 6....	25·2	13·6	Fair ; fine day.
„ 7....	23·6	10·8	Cloudy.
„ 8 ..	24·1	5·9	Fair ; very fine day.
„ 9....	33·7	16·2	Fair ; very fine day and night.
„ 10 ...	32·8	17·8	Fair ; very fine day and night.
„ 11 ..	35·6	12·6	Fair ; very fine day ; thawing ; light snow during night.
„ 12....	28·3	18·4	Fair ; fine day and night.
„ 13....	27·7	6·9	Cloudy ; fine day ; many Clarke's nutcrackers about.
„ 14 ...	28·3	4·8	Fair.
„ 15 ...	20·7	7·0	Cloudy.
„ 16 ...	21·7	−8·3	Cloudy.
„ 17 ...	25·0	4·7	Fair ; fine day.
„ 18 .	24·3	−7·3	Fair ; perfect day and fine night.
„ 19....	24·3	−15·3	Fair ; very fine day.
„ 20 ...	24·4	14·1	Fair ; very fine afternoon.
„ 21 .	32·0	−12·8	Fair ; very fine day and night.
„ 22....	31·3	−8·2	Fair ; very fine day and fine night.
„ 23....	36·2	−4·0	Fair : very fine day.
„ 24....	27·2	20·4	Cloudy ; snow.
„ 25. ...	23·0	−2·3	Cloudy.
„ 26.. ..	18·6	−5·2	Fair: fine afternoon.
„ 27. ...	27·0	−8·3	Fair: very fine day.
„ 28. ...	36·1	−4·4	Fair; very fine day.
Mar. 1.....	41·3	5·1	Fair; very fine day; thaw.
„ 2. ...	41·0	14·3	Fair; snow during night; fine day; thaw; ice on Bow river, 30 inches thick.
„ 3....	31·9	20·8	Fair; fine afternoon and night.
„ 4....	34·9	2·9	Fair; very fine day.
„ 5. ...	34·4	5·0	Cloudy.
„ 6.....	40·8	20·5	Cloudy, sleighing becoming bad in places ; thaw.
„ 7.....	40·2	30·7	Cloudy; light rain and snow; thaw.
„ 8. ...	34·7	27·8	Cloudy.
„ 9.....	34·4	25·7	Cloudy.
„ 10.....	32·6	27·7	Cloudy; snow flurries; light snow during night.
„ 11. ..	32·0	21·2	Cloudy.
„ 12.....	39·8	23·3	Fair; fine sunset; a gale.
„ 13. ..	42·6	33·8	Cloudy; a full gale; a 96 to 100 miles an hour wind for 5 minutes on Sulphur mountain
„ 14.....	29·9	18·9	Fair; very fine day; wheeled vehicles in use.
„ 15....	45·6	17·8	Fair; perfect day.
„ 16 ...	45·2	22·7	Fair; very fine day.
„ 17.....	43·8	14·5	Fair; fine day; fine sunset.
„ 18.....	47·6	29·9	Fair: very fine day; fine night: fine sunset.
„ 19....	50·0	38·5	Fair; very fine day; aurora.
„ 20.....	49·4	36·9	Fair; very fine day: robins and mountain blue birds.
„ 21.....	37·0	28·8	Fair.
„ 22....	52·1	26·3	Fair; very fine day; Bow river opening.
„ 23.....	50·0	29·4	Cloudy; light rain; aspens budding; Juncos.
„ 24.....	35·4	29·5	Cloudy: snow flurries; fine sunrise.
„ 25	34·8	23·2	Cloudy; town roads drying.
„ 26	36·7	13·1	Fair.
„ 27....	38·2	24·0	Fair; fine day.
„ 28 . .	44·2	31·8	Cloudy; a gale; thawing.
„ 29. ...	48·0	36·6	Cloudy.
„ 30. .	42·1	28·3	Cloudy; light snow during night; duck on river; water ousels.
„ 31.....	31·1	21·7	Cloudy; light snow during night; chipping sparrows.

N. B. SANSON,
Observer.

VISITORS AT THE PARK.

Analysis of Nationalities of Visitors to Banff Springs and Hotels.

Number of visitors at the Upper Hot Springs from April 1, 1910, to March 31, 1911:—

Canada	14,223
United States	1,064
England	86
Scotland	27
Ireland	14
Australia	33
South Africa	6
Germany	9
China	4
Denmark	9
Ceylon	1
South America	1
Total	15,477

Caretaker's report giving number of visitors and bathers, cave and basin, April 1, 1910, to March 31, 1911:—

Canada	5,020
England	454
Scotland	230
Ireland	40
New Zealand	60
Australia	25
South Africa	12
India	9
Ceylon	2
Samoa	1
Honolulu	3
Fiji Islands	2
United States	8,487
Mexico	5
China	21
Japan	19
France	13
Germany	15
Sweden	17
Switzerland	13
Visitors	14,448
Bathers	14,084
Total	28,532

Guests registered at the Sanitarium Hotel, Banff, from April 1, 1910, to March 31, 1911:—

Canada	5,113
United States	2,208
England	404
Scotland	198
New Zealand	121
China	11
South Africa	43
Australia	80
Honolulu	3
Japan	18
Ireland	142
Denmark	8
India	2
Holland	13
Germany	43
Chili	6
Italy	25
Switzerland	69
France	61
Austria	17
Philippine Islands	12
Mexico	6
Total	8,603

Number of visitors registered at the King Edward Hotel from April 1, 1910, to March 31, 1911:—

Canada	4,263
United States	3,567
England	100
Scotland	28
Ireland	19
Switzerland	2
New Zealand	18
Australia	4
South Africa	5
Japan	4
India	1
Germany	12
Austria	3
China	9
Norway	10
France	20
Italy	10
Egypt	1
Total	8,079

Number of visitors registered at the Alberta Hotel from April 1, 1910, to March 31, 1911:—

Canada	4,310
United States	1,702
England	275
Scotland	232
Ireland	140
Sweden	26
New Zealand	68
Australia	10
China	30
France	4
Germany	10
Total	6,807

Number of visitors registered at the Grand View Villa, April 1, 1910, to March 31, 1911:—

Canada	3,400
United States	685
England	142
Japan	1
Ireland	68
China	6
Scotland	74
Australia	45
France	32
Holland	4
New Zealand	40
Austria	5
Mexico	3
Total	4,505

Number of visitors registered at the Hot Springs Hydropathic Hotel from April 1, 1910, to March 31, 1911:—

Canada	1,200
United States	410
England	74
Scotland	100
New Zealand	30
Germany	28
Australia	60
Ireland	80
Austria	18
Total	2,000

Visitors registered at the Lake Louise Chalet from April 1, 1910, to March 31, 1911:—

Canada	2,508
United States	5,896
England	461
Scotland	65
Ireland	13

Japan	7
Russia	2
France	27
Cuba	1
Australia	106
India	24
Holland	5
China	12
New Zealand	35
Honolulu	26
Denmark	1
Germany	16
South America	2
Switzerland	3
Italy	6
Africa	7
Austria-Hungary	4
Belgium	3
Mexico	1
Norway	1
Spain	1
Unlocated	154
Total	9,387

Number of visitors registered at the Park Hotel during the months of July, August and September, 1910. Closed remainder of year:—

Canada	480
United States	92
Total	572

Number of visitors at the Homestead, (Temperance House,) from April 1, 1910, to March 31, 1911:—

Total.. 520

N.B.—Note of nationalities not available.

Number of visitors registered at the Mount Royal Hotel from May 15, 1910, to September 30, 1910. Closed remainder of the year:—

As the hotel is closed at this time we are unable to secure the registers but I have been advised by the best authority that there were a great many more people accommodated than during the previous season and although I am sure the increase was more than five hundred I have added this to the last year's report which would make a total of 6,963.

SUMMARY.

Sanitarium	8,603
King Edward Hotel	8,076
Alberta Hotel	6,807
Grand View Villa	4,505
Hot Springs Hydropathic Hotel	2,000
Lake Louise Chalet	9,387
Banff Springs Hotel	9,961
Park Hotel	572

Homestead (Temperance)		520
Mount Royal Hotel		6,963
Summer cottagers		2,100
Estimated excursionists not registered		4,000
Total		63,494
Season 1910-11	63,494	
Season 1909-10	56,452	
Increase	7,042	

No. 3.

REPORT OF THE SUPERINTENDENT OF YOHO AND GLACIER PARKS.

FIELD, B.C., March 31, 1911.

HOWARD DOUGLAS, Esq.,
Commissioner of Dominion Parks,
Edmonton, Alberta.

SIR,—I have the honour to submit herewith my second annual report as superintendent of the Yoho and Glacier Parks for the fiscal year ending March 31, 1911.

YOHO PARK.

During the month of May last, balm of gilead trees were planted twelve feet apart on the south side of Kicking Horse avenue, in the townsite of Field, from the eastern corner of block 1 to the western corner of lot 4 in block 2; on the east side of First street east from Kicking Horse to First avenue; on the south side of First avenue from the eastern corner of lot 3, in block 4, to Centre street; on the north side of First avenue from First street east to Centre street. I am pleased to say that this has done much to beautify the townsite, and has also encouraged the residents to pay more attention to the beauty of their lawns and homes in general.

A lease has now been issued (excluding block 3) to every property holder who has complied with the building conditions with the exception of three who have thus far been unable to produce the necessary evidence of ownership. Those who have received their leases have expressed themselves as being well satisfied with the rental and other conditions.

A small amount of clearing and grading was done on First street west for the convenience of the people who built cottages in this vicinity during the summer of 1909. Some gravelling also was done on the east end of Kicking Horse avenue.

Owing to the unusual number of snow and mud slides during the spring of 1910 much work was rendered necessary in the way of general repairs. No less than three slides crossed the Emerald lake drive, through two of which a driveway had to be made and much dead timber and rock removed. On the Yoho drive I also made a passage through three snow slides of considerable size; and another, in the neighbourhood of thirty feet deep and two hundred yards long, was partially left to gradually melt away, although passage over it was sometimes precarious.

Close to twelve miles of trail were repaired during the year; the fallen timber being removed as well as the boulders left by mud and snow slides. Six miles of new trail were constructed in the southern portion of the park, from the Kootenay trail to Fish lake, affording the sightseer a chance to try his luck with fly or minnow.

The work of clearing up the dead timber in close proximity to the drives was continued this year. The natural bridge drive was entirely cleared of fallen timber within thirty feet of each side, and the Emerald lake drive, from a point within a half mile of Field, where I suspended work last year, to within a few hundred feet of the junction of the Emerald lake and natural bridge drives, was treated in the same manner. On the Yoho drive progress in this respect was slower, the timber being heavier; so we were only able to add approximately half a mile to last year's work.

Three dozen rustic seats were constructed and placed at different points on the Emerald lake and Yoho drives where the scenery appeared most grand.

A diversion in the Yoho drive, a distance of one mile, was completed through heavy timber and rock. I would mention particularly a portion of this diversion, a length of twelve hundred feet situated on the sloping bank of the Yoho river, which was almost entirely rock work. This was constructed in a little less than four weeks with a gang of men at no time exceeding twenty-five in number.

Considerable repair work will be necessary on this piece of road each spring, for a few years at least, as the clay and rock from the embankment above will be almost sure to keep sliding down until the slope becomes more gradual. This practically completes the Yoho carriage road from Field to the foot of the Takakkaw Falls, a distance of twelve and a half miles, and, after the general repair work has been done this spring, one will be able to make this trip from Field and return in from three to four hours.

It was not unusual last year to see from thirty to fifty people studying the beauties of the valley from the end of the carriage road, which speaks well for its future when its rare scenic worth becomes more widely known.

A drive road was constructed during the months of May and June 1910, from the Emerald lake drive to the natural bridge, a distance of approximately one mile. Needless to say, few people who visit Field now go away without first taking this short and pleasant drive to see the world-famed 'Natural Bridge.' With your approval it is my intention to this year complete a return carriage road from the natural bridge to connect with the Emerald lake drive near Emerald creek, in the neighbourhood of a mile and a half from Emeral lake. This will enable the tourist to see the natural bridge without traversing the same road twice, or, in other words, they will be able to go to Emerald lake via the natural bridge and return via the Emerald lake road or vice versa. I will also connect the Yoho drive with the old grade of the Canadian Pacific railway from Field to Hector, as well as extend the former to a point in view of the Twin Falls, a distance of four miles.

It has been officially announced that the Alpine Club of Canada will hold their sixth annual camp in the meadows above Sherbrooke lake. In this connection I would respectfully suggest that a trail be built from Hector station to the point mentioned, a distance of two and a half miles. This trail would not only be used by the Alpine Club, but, I am sure, would become a popular route for tourists.

The most material of the recommendations I have to make in this report is that of providing proper drainage in the townsite of Field, and necessarily, if this be done, a water service for fire protection and for domestic use. The drainage system might, however, be established in connection with the water service of the Canadian Pacific Railway Company. It is essential that some system of drainage be provided in Field if it is to become worthy of its situation, the 'Gateway' to the beautiful Yoho valley.

GLACIER PARK.

The trail from Nakimu caves over the summit between Hermit range and Mount Cheops and down Bear creek to Rogers pass, on the line of the Canadian Pacific Railway, was completed; so that it is now possible to make the round trip from the Glacier House to the caves and return via Rogers pass, a distance of fifteen miles.

Some repair work was done at the Caves, but progress was not what it should have been, on account of high water, which rendered it impossible to make any extensive improvements to the main entrance.

With your approval it is my intention to construct this year a drive road from the Glacier House to the Cougar valley. It is my ambition to get within walking distance of the caves, a distance of five miles, this year providing we do not encounter any great amount of rock work.

In conclusion I desire to acknowledge the faithful work done by the foremen who worked under my direction during the last year.

I have the honour to be, sir,

Your obedient servant,

G. E. HUNTER,

Superintendent.

No. 4.

REPORT OF THE SUPERINTENDENT OF JASPER PARK.

STRATHCONA, ALBERTA, April 1, 1811.

HOWARD DOUGLAS, Esq.,
Commissioner of Dominion Parks,
Edmonton, Alberta.

SIR,—I beg to submit herewith my first annual report as Acting Superintendent of Jasper Park for the fiscal year ending March 31, 1911.

At the time I was placed in charge of this work Jasper Park was entirely new and undeveloped. The line of the Grand Trunk Pacific was located, crossing the park from east to west, but work on contract had not been started.

There were at that time seven squatters located along the Athabaska river within the boundaries of the park, six of whom have since been settled with by various sums paid for improvements, amounting to $5,025. They have all removed outside of the park. I am pleased to say that settlement was reached with these squatters by mutual agreement between myself and them, on February 19, 1910, and all have carried out the terms of agreement very satisfactorily and seem to be satisfied with the treatment received from the department. There is still one squatter occupying land in the park, namely, L. J. Swift, who has refused offers of settlement so far.

When work started on construction of the Grand Trunk Pacific it was found necessary that stopping places should be established at suitable points in the park to accommodate the travelling public, and with this end in view there have been eight places allowed, with restaurant, sleeping and stable accommodation, there being room for eight hundred teams in these places during the past winter.

Three blacksmith shops, three general stores, one butcher and one veterinary license have also been issued. This, with railway construction camps, has given ample accommodation for freighters and travellers. Due care has been taken in the selection of those obtaining permits, and business has only been allowed where absolutely necessary. It has been my endeavour to keep out any questionable business or gambling places. This was, of course, in keeping with the park regulations.

Considerable work has been done on the line of the Grand Trunk Pacific during the year. The right-of-way has been cut and burned, and grading is well under way there being some sixty miles of railway in the park.

The contractors, Messrs. Foley, Welsh & Stewart, have built a wagon road through the park along the railway, part of which runs through some of the best mountain scenery in the park, making it very easy and pleasant travelling for tourists and others coming west this season.

We have had two game guardians, who were also fire rangers, working in the park during the past year, and have erected buildings at mile 113 on the Grand Trunk Pacific with stable accommodation for four horses, and house 16 x 18 suitable for a fire ranger or game guardian for the present. Steps have also been taken to secure buildings at mile 85.

We have been able during the year to open a pack trail leading from the Grand Trunk Pacific at mile 85 to the Hot Springs, a distance of about fourteen miles. This makes travelling to the Hot Springs very much easier than by the old trail. Steps have been taken to locate a wagon road to the Hot Springs, but as this is very important work and there seem to be two possible routes, both of which would be rather expensive, I am not in a position to recommend either. I beg to say, however, that a road can be built from mile 85 near the coal mine, crossing country to Fiddle creek and up the creek valley to the springs. This road would be longer but would cost less. The other route might start from the railway near Fiddle creek following the sides of the valley, some of which would have to be cut into the sides of the mountains, and would have some pretty bad grades to contend with, and would be very expensive, but this road would lead through some very fine mountain scenery and would pass near the now celebrated lower Fiddle creek canyon which, to my mind, would justify any extra expenditure needed to complete the road. This work, however. would need to be looked over by a competent engineer before being undertaken.

I may say that during the past year some very fine canyons, lakes and waterfalls have been discovered which, with the hot springs, sulphur springs and other attractions known to exist, stamp Jasper Park already as one of the greatest of the Canadian Parks. And since it is as yet almost entirely unexplored, and since its known scenic features combine mountains, lakes, rivers and waterfalls, intermingled in such a way that its beauty is beyond the power of pen to describe, its future possibilities seem limitless.

There were quite a number of wild animals seen during the past year, consisting of mountain sheep, goats, deer. bear, beaver, otter, marten and fox, some of which seem quite tame.

Fish, consisting of mountain and rainbow trout, jackfish and whitefish, were reported plentiful in the lakes and creeks during the summer season.

Game guardians have sealed all firearms in the park so far as known, and I am pleased to say that very few reports have been received of infractions of the game regulations.

We have been very fortunate in the matter of fires, there being only one place in the park where fire got away from the right-of-way while burning was being done, and it only burned over about five acres of scrub timber.

There seems to be a considerable area of coal-bearing lands on both sides of the railway on the eastern slope of the mountains, some of which is being developed at mile 85, Grand Trunk Pacific west of Fiddle creek, by the Jasper Park Collieries Company.

There are also graphite claims being developed near mile 126, and limestone quarries located near mile 110.

I am pleased to note that the winter season seems to be more moderate than farther east, owing to prevailing west winds. There was very little snow during the past winter; indeed, I might say that the freighters have used wagons all winter, and government pack horses, running out in the park, have wintered fairly well without feed or care.

I am pleased to say that I have found railway contractors, Grand Trunk Pacific engineers, coal miners and the general public very careful in regard to park and game regulations; also in the matter of fires, and I wish to state that the game guardians, fire rangers and myself have received very substantial help in many ways from contractors, engineers, miners, Royal Northwest Mounted Police and others during the year.

I also wish to say that the game guardians and fire rangers have been very faithful in the discharge of the work assigned to them, which, owing to the unorganized state of the park and the great number of people engaged in railway work, has been somewhat difficult at times.

I also wish to express the appreciation I feel for the able support received from yourself and all officials in connection with the park and forestry branch during the past year and hope the department may take up the matter of developing and improving what nature has already done to make this the great pleasure ground of Canada.

Your obedient servant,

J. W. McLAGGAN,

Acting Superintendent of Jasper Park.

No. 5.

REPORT OF THE SUPERINTENDENT OF BUFFALO PARK.

WAINWRIGHT, ALBERTA, April 1, 1911.

HOWARD DOUGLAS, Esq.,
Commissioner of Dominion Parks,
Edmonton, Alberta.

SIR,—I have the honour to submit my first annual report as Superintendent of Buffalo Park for the fiscal year ending March 31, 1911.

Due to the exceptionally fine weather prevailing in the early spring of last year, I was enabled to have the grounds around the park headquarters all cleaned up, besides having the brush cut and burned off the drive-way which leads from the park to the superintendent's house and which continues on towards the town of Wainwright. As soon as the frost was out sufficiently to allow the ground to be ploughed, this road was graded the entire distance, about a mile and a quarter.

In the early part of the summer we procured about 3,000 evergreen trees along the Grand Trunk Pacific west of Edmonton, which we set out around the grounds and along each side of the drive-way leading to the park. These trees have done very well, but it was found necessary to have the grounds and drive-way fenced to prevent the stock from damaging them.

The buildings at headquarters and at the park entrance were all painted, which has materially improved their appearance.

During the latter part of June and the month of July, the fire-guards around and across the park, which were broken in 1908-09 were all back-set, and a new guard, twenty feet in width, broken around the entire park on the inside of the fence, also a number of other shorter guards to better protect the winter feed grounds and stack-yards, which makes now about 170 miles of guard, twenty feet in width, which, to keep in proper shape, will have to be thoroughly worked up each year. When you consider that it takes three widths of a four-horse disc to make the width of the guard, and that it requires three cuts or more to properly cultivate the ground, you will realize that it means travelling 510 miles to cover the ground once, or about 1,600 miles to complete the job. As this work should be done during the last half of June and the first part of July, to get the best results, it would take three four-horse outfits, making eighteen miles a day each, to complete the work in the proper time, and as these teams would have to camp right on the job it would require another team to move camp and supplies.

Owing to the mild winter of 1909-10, the buffalo were able to range out nearly all through it, consequently we carried over more than a thousand tons of hay. Having more on our meadows than we required this year, I was able to let it out on shares, which gave us about 250 tons without any cost whatever to the department.

Our hay meadows being of a muskeggy nature, it was found necessary to drain them so as to get the hay off in the proper season. Last fall I had several ditches put in, which will carry off all the surplus water. By putting in a few head-gates in these ditches we can, in dry seasons, easily irrigate the whole meadow.

Putting in these ditches made it necessary to build a number of small bridges, which was done last fall.

This spring, it is my intention (subject to your approval) to have a cottage erected for the men at the winter quarters, also a new stable for the horses, as the present accommodations are entirely inadequate.

Before another winter sets in we should improve on our system of watering the buffalo; at present we have to keep holes open in the lakes, which, as the ice thickens makes it very hard to maintain a supply for the animals. I would suggest that at each of the winter feeding grounds, we sink a well and erect a wind-mill for this purpose.

The telephone installed last year, between the superintendent's house and the winter quarters, has proved a great convenience, having saved us many a long ride. I would suggest that we extend this line to connect with the gate at the south entrance to the park, which would better enable us to keep track of parties going through the park.

ANIMALS IN THE PARK.

With the several shipments of buffalo from Montana and elsewhere and the natural increase since coming to the park, there are now over 800 head in the herd, all of which are in a healthy thriving condition and may be seen at any time during the summer, in half a day's ride from Wainwright, roaming amongst the bluffs, following out the old trails made by their ancestors many years ago, or quietly reposing in some wallow, the land-marks of the vast herds that roamed these parts in days gone by.

Before winter sets in we throw our gates into the winter-quarters open, and without any extra help, we gradually and quietly drift the various herds in, till there are none left in the main park but a few old stragglers that have been driven out of the herd. These are gathered in later, with no inconsiderable trouble and sometimes danger to the riders.

As you are well aware, there are quite a number of these old bulls; and as there is a possibility of an increase in the herd of from 200 up each year, you will see the necessity of making an early start to dispose of the surplus males.

I would suggest that about the end of December, when they are in their best fur, a number of these bulls be killed off, the killing to be done by the superintendent or under his direct supervision.

This year we were able to secure a number of elk and young moose which gives us the nucleus of a fine herd in each of these species. As these animals are very dangerous at certain seasons of the year, I think it would be advisable to lay out and fence a separate inclosure, where visitors to the park may see them without driving amongst them. We also secured a number of young antelope, but have had very poor success in raising them, only three being left alive. The deer inclosed in the park when the fence was built have evidently done very well. Though we have not got an accurate account of them, we have seen several fawns during the fall.

The animals now in the park are as follows:—

Buffalo, 809; increase 110, loss 7; elk, 7; moose, 11; deer, estimated, 35; antelope, 3. (Since time of writing 3 more have been transferred from Banff.)

VISITORS TO THE PARK.

Though it was not till July 1 last, that the Grand Trunk Pacific put on a through passenger service, the number of visitors to the park has exceeded all expectation. The diary kept by the gate-keeper shows that about 1,800 visitors passed through the gate since April 1, 1910, among them being some well known tourists. One of these, a prominent member of the American Bison Society, after spending a day in the park, remarked that it was the best day he ever put in. Leaving Wainwright in the morning on a small pony, he rode about 35 miles and returned in time to catch the afternoon train. On his trip through the park he saw about 400 of the buffalo, besides the elk, moose, antelope and a few of the deer, to say nothing of the thousands of ducks and chickens, which abound in the park. By a strict enforcement of the park regulations, the park will in time become a great breeding ground for the feathered game of the prairies, as those within its confines already appear to know they are protected.

In the not very distant future, when the prairie chicken has disappeared from other parts, the Buffalo park and the country immediately surrounding it will be the only place in the province where these birds will be found.

In conclusion, I may state that I have, since assuming charge here, been exceedingly careful in expending the money intrusted to me and that I have at all times endeavoured to get full value for every dollar expended.

I am, sir,

Your obedient servant,

EDWARD ELLIS,

Superintendent.

No. 6.

REPORT OF THE SUPERINTENDENT OF ELK ISLAND PARK.

ELK ISLAND PARK, ALBERTA, April 1, 1911.

The Commissioner of Dominion Parks,
Edmonton, Alberta.

SIR,—I beg to submit my first annual report as Superintendent of Elk Island Park, for the fiscal year ending March 31, 1911.

The animals in the park are in fine condition. We have forty-eight buffalo altogether. The increase for the year was six, and there were no losses. Judging by the tracks this winter there has been a very large increase in elk and deer, and we know there are five fine moose in the park, two of which were put in last summer (two-year olds); also one fine two-year old female elk was put in last fall.

During the year, visitors to the park numbered 1,128. During the summer it seems to be a favourite place to spend Sunday, large numbers driving from Fort Saskatchewan and Lamont. Some automobile trips were made from Edmonton, but as the roads are not very good in some sections near the park, few automobilists care to go over them.

Last spring, fire got into the park and killed some young timber, and so to protect the fence, we had the brush cut and burned twenty feet in width on both sides of the fence all the way round, a total distance of sixteen miles.

This winter, we had nine hundred tamarack posts cut and delivered, also four tons of wire for the purpose of building, as soon as the spring opens up, a fence across the park in order to keep the buffalo on the open land, where visitors will have a chance to see them at any time.

There is excellent pasturage in the park. All the hay for winter feed for the buffalo was cut inside the park.

The number of animals in the park on March 31, 1911, is as follows:—

Buffalo	48
Elk	28
Deer	30
Moose	5
	111

Your obedient servant,

ARCH. COXFORD,

Superintendent.

No. 7.

REPORT OF THE SUPERINTENDENT OF WATERTON LAKES PARK.

Waterton Mills, Alberta, March 23, 1911.

Howard Douglas, Esq.,
Commissioner of Dominion Parks,
Edmonton, Alberta.

Sir,—I have the honour to submit herewith my first annual report on matters pertaining to the Waterton Lakes Park.

This portion of the Rocky Mountains is one of particular interest. The foot hills covered with wild flowers, the rivers cold and clear, the deep blue lakes and the great back-ground of the high mountains form a most attractive landscape.

The southern boundary is six miles along the International line and joining the United States Glacier Park. It is nine miles long, making fifty-four square miles. The greater portion of this area is mountainous. There is about fifteen square miles of grazing land.

There are three lakes all connected. The upper one is about eight miles long by two miles wide. It is three hundred feet deep. The second lake is about three miles long and a mile wide and sixty feet deep. The lower one is one mile and a quarter long and twenty-five feet deep. About one half of the largest lake is in the United States Glacier Park. From the lower lake flows the Waterton river through the park.

A survey was made in November last and one hundred and fifty lots, each 75 x 150 feet, were laid out in the most desirable places for villa residences. A large number have already been applied for.

There were about two thousand visitors last summer, five hundred of whom were non-residents.

This vicinity is noted for its large sheep and goat. Game has perceptibly increased in the last few years, and I might add that in order to insure its preservation and also the enforcement of the park regulations and assistance in case of fires, the engagement of an assistant to the forest ranger now employed is a matter for your consideration.

The employment of licensed park guides, who would be required to act as game and fire guardians, is recommended.

A portion of the park is in the Kootenay pass, a highway that has been used by the mountain Indians for many years. There is a rough wagon road into British Columbia and Montana. The pass is about sixty-five miles long, with an elevation of 7,100 feet at the watershed.

Some years ago an Indian found a petroleum seepage on Cameron Falls creek. In 1901, The Rocky Mountain Development Company sank several test holes. More or less oil was found at various depths. At 1,020 feet a good pumping well was struck. The Pincher Creek Oil Company are drilling there now. The Western Oil Company sank some holes next the Waterton lake on Cameron Falls creek and obtained some oil. They also put up some buildings on the upper end of the lower lake. Work here has been discontinued and the houses abandoned for some time. There is float copper on most of the mountains and two known ledges, one of which has been worked. Float coal is found on the lake shores. It is of the best quality.

Last November there was a good horse trail cut out from Cameron Falls on the west side of the upper lake to the United States boundary line, so that visitors could ride to the wagon road in Glacier Park and proper patrols be made by the forest ranger.

FUTURE REQUIREMENTS.

In view of the probable greater influx of tourists I might suggest that a horse trail be made on the east side of the middle and upper lakes, as it is now impossible to patrol to the United States boundary by land in that direction; also a trail to Spirit lake, a beautiful spot hidden in the high mountains. Indeed, good roads are much needed here.

I would call your attention to the fact that there is no bridge on the Waterton river for forty miles, although there are three on the Belly river in the same distance. The high water lasts from six weeks to two months, during which time the Waterton is unfordable and men and teams have been drowned here from time to time. There can be no communication between shores except by row boat, and stock have to swim.

It seems to be advisable to greatly enlarge this park. Many people here desire it. I inclose a map of the proposed extension. It might be well to have a preserve and breeding ground in conjunction with the United States Glacier Park. I am sure this step would be much appreciated by all sportsmen and nature lovers.

During the last winter there were over 15,000 cattle and about 100 horses which drifted up here for shelter. This occurs to a greater or less extent every winter and even in the summer there is always a large number of range stock here. They eat all the grass and ruin the little hay and feed there is here. They are a menace to people, and women and children are in danger. It is impossible to keep them out except by a strong fence of, say, four double barbed wires. It would take about ten miles of fencing to close up the whole park. A fire guard could be ploughed on each side of the fence on the prairie.

I would also beg to remind you that the boundary lines are unsurveyed. There are no lines, pillars or any guide except on the south side of the International boundary line.

In conclusion, I may say that I know of very few places where an outing, fishing and boating, &c., can be had with more pleasure than in this park.

I am, sir,

Your obedient servant,

JOHN GEORGE BROWN,

Forest Ranger, in charge of Park.

No. 8.

REPORT ON THE ST. LAWRENCE ISLAND PARKS.

Department of the Interior, Forestry Branch,
Ottawa, June 1, 1911.

R. H. Campbell, Esq.,
Dominion Superintendent of Forestry,
Ottawa.

Sir,—I beg to submit herewith my annual report in connection with the islands in the St. Lawrence river, under the administration of the Forestry Branch.

The St. Lawrence Island parks consists of twelve islands lying between Brockville and Gananoque in the St. Lawrence river. With the exception of one, they were purchased from the Mississagua Indians of Alnwick by the government and placed under the Dominion Parks Division of the Forestry Branch for administration as public pleasure grounds.

In purchasing these islands and devoting them to their present use, the government was actuated by the consideration that the Thousand Islands were rapidly passing into private ownership and that it was desirable to reserve a number of them for the use of excursion, pic-nic and fishing parties and the public generally. That this policy has met with the approval of the public is evidenced by the large numbers of persons resorting to the islands.

A progressive policy has been adopted in administering these island parks. On most of them attractively designed pavilions have been erected and painted in appropriate colours; open-air stoves, tables, benches, garbage cans and out-closets have been liberally provided. In order to furnish safe and convenient landing, steamboat and skiff wharfs have been constructed in the most favourable locations, and by these means, many fair-sized boats bring Sunday school excursions from various points on the river and find convenient access to the islands.

Under your instructions, I have made three trips of inspection during the past three years and have devoted particular attention to the work of bringing the equipment of the islands up to the standard decided upon. That standard has not yet been reached, but progress is being made, and sufficient has been done to call forth much appreciative comment, and to make the islands already popular as places of public pleasure resort.

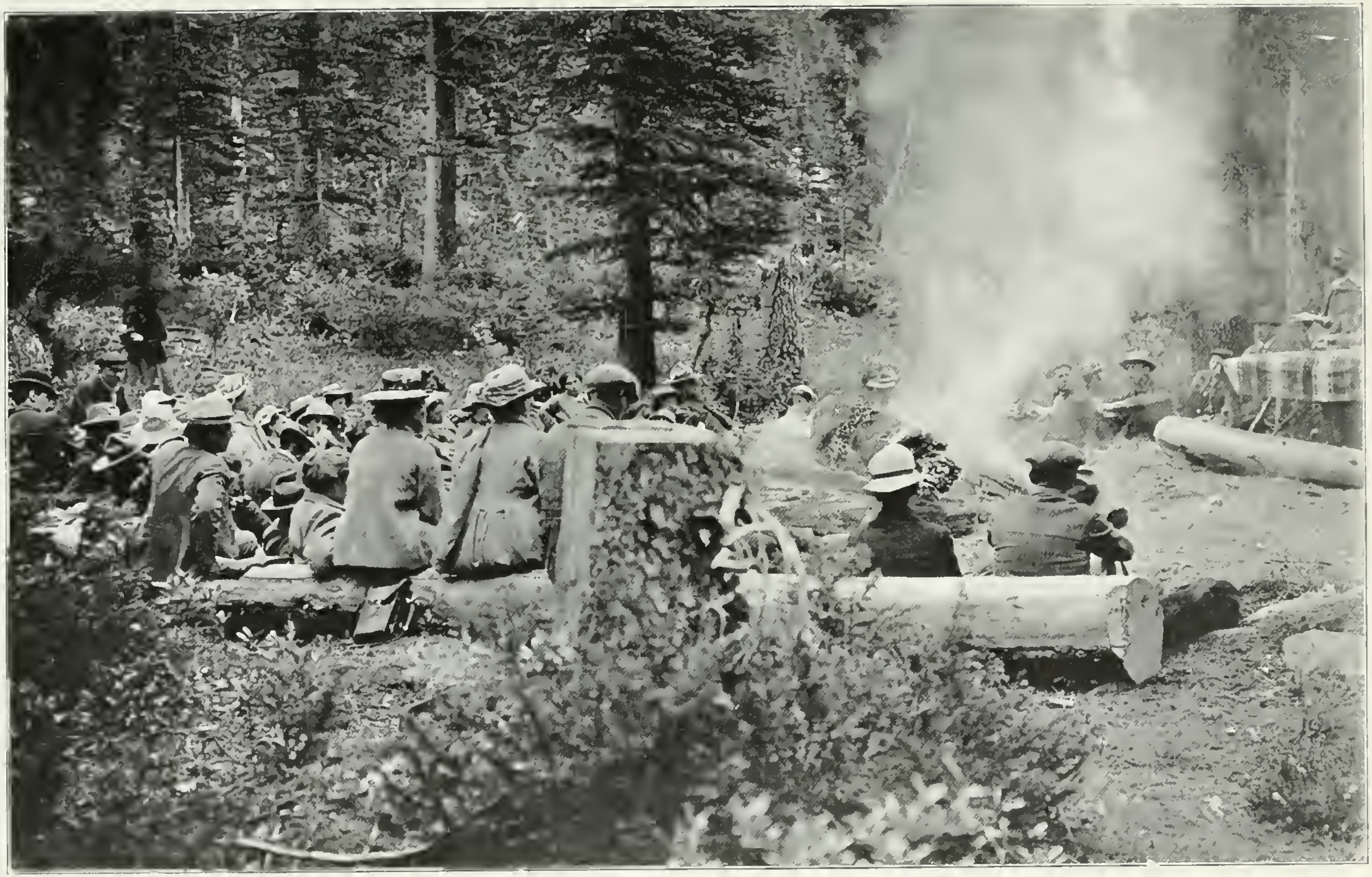
During the past year a pavilion was erected on Aubrey island, near Gananoque, and is already equipped for use. A skiff landing will be constructed this season and possibly a wharf in the near future, if the traffic demands it. A new pavilion was also built and equipment provided on the western end of Stovin island, near Brockville, where the number of visitors is particularly large.

The guardians of the parks on Stovin, Mallorytown and Grenadier islands, who are recent appointees, are: Messrs. Omar Truesdell, Martin E. Guild and Fred. Edgley, respectively; and Mr. J. B. MacKenzie, of Gananoque, who succeeds the late Mr. O. V. Goulette, has charge of the islands in the vicinity of Gananoque. These guardians have been visited and many details of labour in the way of maintenance of the present equipment and the clearing and improvement of the grounds arranged for. The photographs herewith but faintly suggest the restful beauties of many of these island parks and the charm of the neighbouring islands as viewed across the broad stretches of waters of the historic St. Lawrence.

Your obedient servant.

FRED. H. BYSHE.

Photo by Howard Chapman.



Annual camp of Alpine Club of Canada, 1910, in Consolation Valley. Rocky Mountains Park.

Photo by D. B. D., 1910.

"The Punch Bowl," at Jasper Collieries. Jasper Park.

25—v—4½

Waterton Lakes Park—Oil Creek Falls.

Copyright by Byron Harmon.

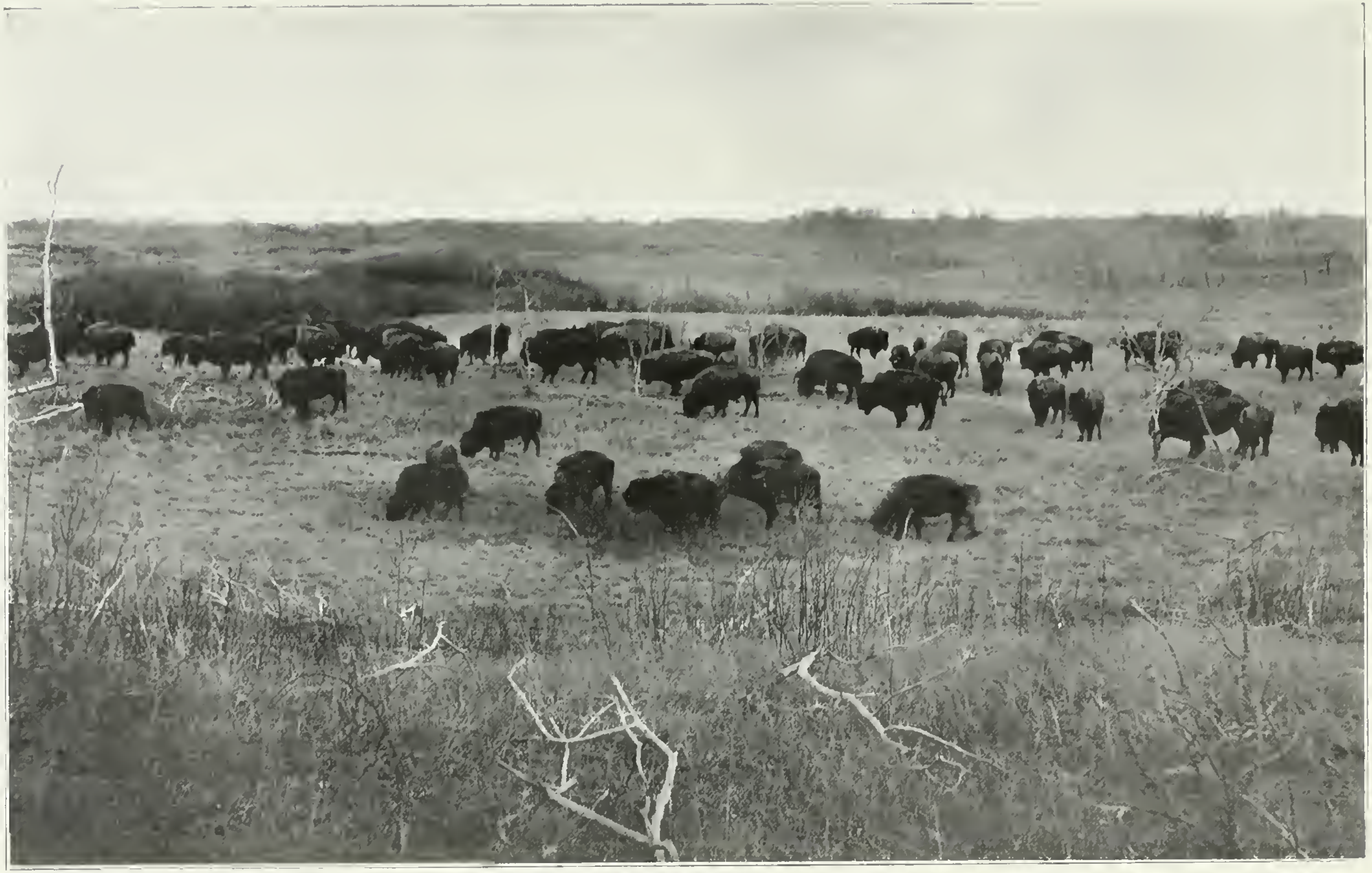
Wild deer on Superintendent's lawn Banff, Rocky Mountains Park.

Photo by R. C. W. Lett.

On the trail to Hot Springs, Jasper Park.

Fiddle Creek Canyon, Jasper Park.

Photo by J. H. Gano.



Buffalo grazing in Buffalo Park, Wainwright, Alta.

Mountain Sheep in Rocky Mountains Park, Banff, Alta.

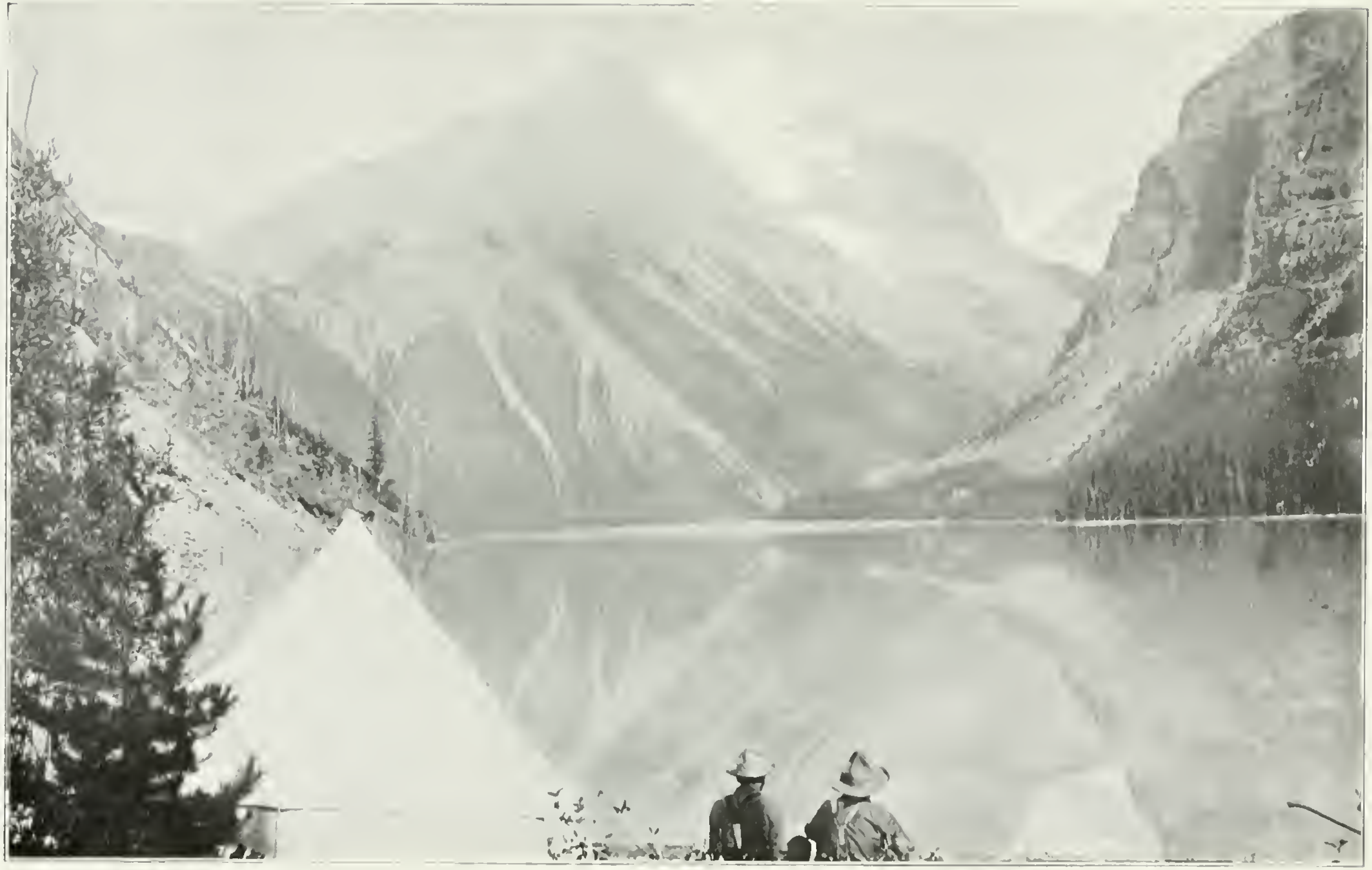
Photo by J. H. Gano.

Young Moose in Buffalo Park, Wainwright, Alta.

Photo J. H. Gano.

Hay-making in Buffalo Park, near Wainwright, Alta.

Photo R. C. W. Lett.



Lake Helena, at foot of Mt. Robson, British Columbia, Shoulder of Mt. Robson on right. Adjacent to Jasper Park.

Consolation Valley. Rocky Mountains Park.

Photo by F. H. B.

Pavilion on Gordon Island, near Gananoque, Ont. St. Lawrence Island Parks.

Photo F. H. B.

Wharf and Pavilion, Stovin Island, near Brockville, Ont. St. Lawrence Island Parks.

Photo by F. H. B.

View from Beau Rivage Island, looking toward Gananoque, Ont. St. Lawrence Island Parks.

Photo by F. H. B.

Govt. pavilion on Beau Rivage Island near Gananoque, Ont. St. Lawrence Island Parks.

PART VI

YUKON TERRITORY

YUKON TERRITORY

REPORT OF THE COMMISSIONER.

No. 1.

COMMISSIONER'S OFFICE,
YUKON TERRITORY,
DAWSON, Y.T., April 21, 1911.

The Honourable FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the report of the Yukon Territory for the fiscal year ending March 31, 1911.

GOLD PRODUCTION.

The gold production of the territory for the year ending March 31, 1911, shows an increase over last year's output.

According to the returns in the Comptroller's office the number of ounces recovered at Dawson was 272,638.12, which at the usual valuation of $15 per ounce for royalty purposes amounts to $4,089,571.50, being an increase over last year's production of $494,687.45.

HYDRAULIC MINING AND DREDGING.

The Yukon Gold Company continued its hydraulic and dredging operations during last summer and is now making preparations to renew these operations at the opening of the season with renewed activity.

The Canadian Klondike Mining Company will operate two dredges during the coming season on the Boyle Concession on the Klondike river. One of these dredges was erected last summer and is said to be the largest and most powerful dredge in the world. Its work last year is reported to have been highly satisfactory, and demonstrated that dredging on the Klondike river can be successfully carried on until December at a temperature as low as 30 degrees below zero.

For the purpose of generating electric power to be furnished for dredging and other mining operations the Northern Light Coal and Power Company has erected a large and splendid plant at Coal creek, about 35 miles from Dawson, and is now furnishing power to the city of Dawson and vicinity. This Company has extensive coal areas from which power for the plant and coal for commercial purposes generally is obtained.

At the north fork of the Klondike river a large power plant is being installed. It is expected that the power generated will be available for use for mining purposes on all the gold bearing creeks in the Klondike district during the coming summer.

INDIVIDUAL MINING.

Individual mining continues to be prosecuted on Dominion, Sulphur, Quartz, Black Hills, Scroggie, Barker, Henderson and Thistle creeks, but no new discoveries have been reported.

QUARTZ MINING.

I regret that I cannot report any increased activity in the development of quartz mines in the northern portion of the territory, although in several instances development work is being steadily pushed forward with encouraging results.

In the southern portion of the territory the outlook continues to be encouraging, and shipments of ore are now being made to the extent of one hundred tons per week from the 'Big Thing' mine, near Carcross.

YUKON COUNCIL.

The session of the Yukon council for the year 1910 commenced on May 19, 1910, and was concluded on June 9, 1910, all the members of the council being present during the session.

Seven ordinances were passed and assented to; all, with the exception of the supply ordinance, being amendments to existing ordinances.

Four ordinances were reserved for the assent of the Governor in Council, but it was not deemed advisable that such assent should be given.

It was considered advisable to summon the council during the year 1911 before the close of the fiscal year, March 31, and accordingly a proclamation was issued calling a session of the said council for March 20, 1911. Six members of the Council attended the session and ten ordinances were passed and assented to; all, with the exception of the supply ordinance, being amendments to existing legislation. The labours of the council were concluded on April 1, instant.

EDUCATION.

The schools throughout the territory continue to maintain a high standard of efficiency and the average attendance is good.

ADMINISTRATION OF JUSTICE.

I have again to report that the territory, during the past year, has been remarkably free from crimes of a serious nature and that the Royal Northwest Mounted Police, under the efficient command of Major Snyder, continues to perform its duties with promptness and satisfaction to the public.

I desire to express my appreciation of the excellent services rendered by the officials of the various departments of government in the territory.

I beg to transmit herewith reports from the Acting Comptroller, the Gold Commissioner, the Crown Timber and Land Agent and the Director of Surveys.

I have the honour to be, sir

Your obedient servant,

ALEXANDER HENDERSON,

Commissioner.

No. 2.

REPORT OF THE COMPTROLLER.

COMPTROLLER'S OFFICE,
DAWSON, Y.T., April 14. 1911.

The Honourable ALEXANDER HENDERSON,
Commissioner, Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit the annual report of the Comptroller's Office for the year ending March 31, 1911.

Under the appropriation through the Department of the Interior, 'Administration of the Yukon Territory,' the expenditure amounted to $125,997.66, as shown by the monthly statements and vouchers forwarded to the department.

The expenditure on account of Department of Justice was $14.573.70, monthly returns being made to that department.

The expenditure on account of the Department of Indian Affairs for the relief of sick and destitute Indians in the Yukon territory was $5.950.68.

Under the letter of credit account, Department of Public Works, for the maintenance and repairs of public buildings, in the name of the Commissioner and the Comptroller, the expenditure was $69,070.75.

The Royalty Export Tax collected in the territory for the year ending March 31 amounted to $103,139.60—collected at Dawson $102,239.18, at Whitehorse $900.42.

The revenue from free certificates issued to exporters of gold from Alaska was $152.50—collected at Dawson $126, at Whitehorse $26.50.

The revenue from these sources was deposited to the credit of the Receiver General, drafts being sent to the department weekly and statements at the end of each month.

From the sale of Yukon Territorial Court Law Stamps, the revenue received was $2.706.25.

The returns of the revenue received in the offices of the Gold Commissioner and Crown Timber and Land Agent have been checked each month as formerly and returns forwarded to the department.

I have the honour to be, sir.

Your obedient servant.

WM. J. O'BRIEN,

Acting Comptroller.

No. 3.

REPORT OF THE DIRECTOR OF SURVEYS.

Survey Office,
Yukon Territory,
Dawson, Y.T., March 30, 1911.

The Honourable Alexander Henderson, K.C.,
Commissioner, Yukon territory.

Sir,—I have the honour to submit the following report of the work done in the Survey Department during the year ending March 31.

The staff consisted of James Gibbon, D.L.S., until June 1; Mr. J. E. Deslauriers, draughtsman, since June 22, Mr. J. W. Mackay, clerk, and myself.

Mr. H. G. Dickson was engaged during the summer by the department, to survey forty miles, or thereabouts, of reference traverse from Carmack's post, on the Yukon river, southwesterly.

It appears the department intends continuing this traverse as far as Jarvis creek in the Alsek district and from departmental letter of January 18, on file, it would appear the intention is to complete this traverse this coming season. Last season Mr. Dickson completed 46·78 miles and the returns for this portion have been filed and approved.

Of the quartz claims which were surveyed by this department in the vicinity of the 'King Dome' in the fall of 1903, there are still the returns of seven claims, the surveys of which have not yet been paid for. The names of these claims and their respective owners are:—

Name of Claim	Recorded Owner.
Sybel..	Sybel Grey.
Little Johnnie..	W. D. McKay.
King Edward..	W. D. McKay.
Jennie..	W. D. McKay.
Gold Coin..	C. Lauder & Mrs. Ellard.
Lusitania..	Mrs. Mary McManus.
Archie..	Jane S. Orrell & M. A. Hammell.

The returns for these surveys are in this office awaiting the payment of the cost of survey.

During the summer, I surveyed base line on Goring gulch and its tributaries. I also made surveys of a large number of placer claims on lower Dominion creek for the gold office, where the staking has overlapped; also some government auction claims near the mouth of Lombard creek on Upper Dominion.

Mr. Deslauriers has been employed in draughting and general office work, making tracings and blue prints, and giving general information to the public regarding plans, &c., here on file.

Returns of the following surveys have been filed in this office during the year:—

Quartz claims and group lots	78
Subdivisions	1
Base lines	3
Reference traverses	1
Sections Dawson-Whitehorse road	15

I have the honour to be, sir,

Your obedient servant,

C. W. MacPHERSON,

Director of Surveys, Y.T.

No. 4.

REPORT OF THE CROWN TIMBER AND LAND AGENT.

Dawson, Y.T., April 11, 1911.

The Commissioner of the Yukon Territory,
Dawson, Y.T.

Sir,—I have the honour to submit herewith my report of the business transacted in this office during the fiscal year ending the 31st ultimo, in the following statements in duplicate, namely:—

1. A statement of the revenues collected from royalty on lumber cut on timber berths, dues paid in connection with timber permits, seizures of wood and lumber cut in trespass, and hay permits.

2. A statement of the revenues collected in the Dominion Lands Branch from improvements confiscated and sold, royalty on coal, sales of land, rentals on land, registration fees and homestead fees.

These statements show a decrease as compared with the previous fiscal year.

Only one sawmill was operated during the last fiscal year in the Dawson division of the Yukon territory, namely, the Klondike sawmill situated on the island in the Klondike river at its mouth, owned by the North American Transportation and Trading Company, but operated by the Yukon Sawmill Company under a lease.

Nine homestead entries were granted during the last fiscal year.

The wood and timber cutting operations along the Lewes, Yukon, Stewart and Klondike rivers and in the vicinity of Dawson show about the same activity as in the previous years.

The receipts from sales of land represent only a very small revenue owing to the fact that land suitable for agricultural purposes can be procured only by homesteading under the homestead regulations.

The various wood camps within a radius of ten miles from Dawson were frequently visited by the Crown timber inspector during the last fiscal year, and were found to be operated under proper authority.

The wood camps along the Lewes and Yukon rivers and also along the Stewart and Klondike rivers were also visited and found to be operated under proper authority.

Your obedient servant,

F. X. GOSSELIN,

Crown Timber and Land Agent.

CROWN TIMBER BRANCH.

—	Royalty.	Timber permits.	Seizures.	Hay Permits.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	63 25	905 00	54 00	......	1,022 25
May	590 96	176 65	15 50	72 00	855 11
June	481 28	825 88	151 89	46 00	1,505 05
July	112 03	1,891 22	30 41	46 00	2,079 66
August	120 50	562 87	100 00	......	783 37
September	586 49	1,306 85	51 90	......	1,945 24
October	306 99	486 25	381 53	......	1,174 77
November	589 23	1,331 33	54 00	......	1,974 56
December	270 75	153 00	70 00	......	493 75
1911.					
January	112 25	30 00	16 83	......	159 08
February	52 50	144 00	28 50	......	225 00
March	12 50	542 50	......	......	555 00
	3,298 73	8,355 55	954 56	164 00	12,772 84

DOMINION LANDS BRANCH.

—	Improvements.	Coal Royalty.	General Sales.	Rentals.	Registration Fees.	Homestead Fees	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	......	......	......	1,989 00	......	10 00	1,999 00
May	271 85	......	43 82	2,313 03	......	10 00	2,638 70
June	......	......	......	......	......	10 00	10 00
July	......	......	......	36 49	......	20 00	56 49
August	......	25 00	......	181 63	......	10 00	216 63
September	......	86 50	......	312 37	6 00	......	404 87
October	......	302 66	......	4 00	......	20 00	326 66
November	......	......	50 29	10 00	......	......	60 29
December	......	13 50	502 45	100 00	......	......	615 95
1911.							
January	......	......	......	1,133 32	......	......	1,133 32
February	......	......	11 06	479 84	4 00	......	494 90
March	......	......	......	11 25	......	10 00	21 25
	271 85	427 66	607 62	6,570 93	10 00	90 00	7,978 06

No. 5.

REPORT OF THE GOLD COMMISSIONER.

Office of the Gold Commissioner of the Yukon Territory.
Dawson, Y.T., April 11, 1911.

The Commissioner of the Yukon Territory,
Dawson, Y.T.

Sir,—I have the honour to submit herewith my report for the twelve months ending 31st ultimo, in the statements:—

1. A financial statement in duplicate giving the receipts of the gold commissioner's office during the fiscal year ending March 31 last, together with the receipts collected at the offices of the mining recorders for the Duncan and Sixtymile mining districts, which were accounted for by the said mining recorders to this office during the fiscal year in question.

2. A statement in duplicate showing a recapitulation of the receipts for the fiscal year in question.

3. A comparative statement in duplicate with the receipts of the previous fiscal year which ended on March 31, 1910.

The total receipts hereinabove mentioned show a decrease of $13,413.94 as compared with the receipts of the previous fiscal year, which is accounted for principally as follows:—

(*a*) By the difference of receipts on account of placer grants, $3,730.
(*b*) On account of renewal of placer mining grants, $3,510.
(*c*) On account of relocation placer mining grants, $1,860.
(*d*) On account of registered documents, placer, $1,631.
(*e*) On account of records of quartz mineral claims, $1,770.

On the other hand it will be seen that there has been an increase of receipts from other sources.

The decrease in revenue in placer and relocation placer mining grants is due to the fact that less prospecting on new ground was done during the last fiscal year than during the previous fiscal years, the working population of the Dawson, Sixtymile and Duncan mining districts having, during that period, mainly devoted its time to operating and developing old ground situated on old creeks, or to working for wages for the companies and individuals operating in those localities.

Prospecting on new ground in those three districts has not been done away with by any means, as shown by the fact that thirty placer mining grants were issued from this office, and several grants were issued from the offices of the mining recorders for the Duncan and Sixtymile mining districts for new locations under the Yukon Placer Mining Act.

The decrease in receipts from renewal placer mining grants is due mainly to the fact that a number of placer mining claims have gone out of existence by the process of enlargement of boundaries of adjoining claims.

The decrease of revenues under the quartz mining regulations is accounted for by the fact that prospecting and development work was carried on in the locality previously recorded.

In the Dawson mining district, the mining conditions did not change very materially within the last year. The Yukon Gold Company operated seven dredges on Bonanza and Hunker creeks, three hydraulic elevators on Bonanza creek, and several hydraulic plants on Bonanza creek and also on Hunker creek with the result recently published in the Dawson *Daily News,* showing a total output of $2,847,098. The dredging season for six out of seven dredges in question was 159 days, and the running time of the other dredge was 108 days. The dredges in question handled, during the season of 1910, 3,249,788 cubic yards of dirt at an expense of 31·09 cents per cubic yard, including all thawing charges. As regards the hydraulic operations by gravity water and mechanical elevators, a total of 1,406,397 cubic yards were handled during last season, at an expense of 25·69 cents per cubic yard.

The Canadian Klondike Mining Company, Limited, operated one dredge on its leasehold known as the Boyle hydraulic mining location, on the Klondike river, during the whole of last season, and installed another dredge which is stated to be the largest in the world, and operated the same for a short period last fall. Approximately 400,000 cubic yards of dirt were handled by these dredges during the period extending from November 25, 1909, and November 5, 1910, at an expense of about fifteen cents per cubic yard, and it is expected that with the big dredge hereinabove mentioned and the reduced cost of power, the operating expenses will be reduced to about eight cents per cubic yard, and with the other dredge to about twelve cents a cubic yard. The output from these operations is not known in this office.

Mr. A. N. C. Treadgold constructed along the north fork of the Klondike river, and also along the main Klondike river, a ditch of six miles long with a capacity of about 20,000 miner's inches of water for the purpose of generating power, and installed a considerable distance of transmitting wire in connection with the power grants held by him in that locality. The plant in question will be completed during the course of the coming summer.

Considerable individual operations were carried on on Quartz creek and Lower Dominion creek, and on various portions of Dominion, Eldorado, Bonanza and Hunker creeks, and also Sulphur creek, and their tributaries, during last season.

Prospecting and development work was also carried on extensively on various creeks with satisfactory results, such as Thistle, Henderson, Black Hills, Barker, Scroggie, Goring and Log Cabin creeks, &c.

The Consolidated Dredging Company, Limited, operated one dredge on one of their dredging leaseholds situated on the Fortymile river, for part of last season, and about 160,000 cubic yards of gravel were removed, with results which, I understand, were fairly satisfactory.

Development in quartz mining in the Dawson mining district received a serious blow during last season by reason of the Dome Development Company, Limited, having failed to establish a mine contrary to their anticipation, where they were looking for it by driving a tunnel in the hill from the left limit of Dominion creek towards Lombard creek, to the extent of over 2,000 feet, but a large number of claim owners in that locality and in other localities in the Dawson mining district, did or caused to be done development work on their claims which may eventually prove successful, whilst other claim owners contented themselves with doing representation work on their claims. Faith in the existence of quartz bearing gold in paying quantities in the Dawson mining district is still very strong, and the day may not be far when some mine may be established.

In the Sixtymile mining district, mining operations were carried on pretty extensively on Glacier and Miller creeks, which are the two oldest creeks in the Yukon. Mining operations have been carried on upon said creeks since 1894. Benches on the left limit of the Sixtymile river from the mouth of Miller creek to the mouth of Big Gold, a distance of approximately five miles, proved to be gold bearing in sufficient quantities to warrant operations which have been profitable in various places.

In the Duncan mining district the conditions have not changed during the last two years, the mining operations being mainly carried on upon Highet creek and three or four other creeks, amongst which Haggart creek proved to be gold bearing in several places, so as to render operations profitable; but Duncan creek proper is practically all abandoned, the efforts made in previous years to sink to bedrock having failed owing to the inability of the operators to control the water.

The dredging operations of the Bonanza Basin Gold Dredging Company, Limited, on the Stewart river, and of the Stewart River Gold Dredging Company, Limited, on the McQuesten river, were carried on last summer by means of one dredge owned by one of these companies, but it has not been demonstrated as yet that dredging can be carried on successfully and profitably on those streams, owing to the difficulty of saving the gold, which is very fine.

You will notice that this report deals only with the Dawson division of the Yukon territory, which comprises the Dawson, Sixtymile and Duncan mining districts.

As regards the Whitehorse division of the Yukon territory, comprising the Whitehorse, Kluane and Conrad mining districts, I will leave it to the Assistant Gold Commissioner at Whitehorse to give you particulars in that respect in the annual report which he has been requested to make to you.

Your obedient servant,

F. X. GOSSELIN,

Gold Commissioner.

Financial Statement of the Gold Commissioner's Office, Dawson, Y.T., from April 1, 1910, to March 31, 1911.

RECEIPTS.

Placer—		
To Grants	$ 1,530 00	
Reclamations	3,570 00	
Renewals	40,390 00	
Registered Documents	3,484 00	
Abstracts	22 50	
		$ 48,996 50
Quartz—		
To Records	1,805 00	
Certificates of Work	2,560 00	
Certificate of Partnership	107 50	
Certificate of Improvements	45 00	
Registered Documents	967 00	
Lieu of Assessment	100 00	
Acreage	671 28	
Abstracts	3 10	
		6,258 88
Sundry Accounts—		
To Water Rights	1,130 00	
Water Power	800 00	
Hydraulics	3,199 59	
Drainage—		
Dredging	345 54	
		5,475 13

Duncan—		
To Placer Grants	$ 490 00	
Relocations	330 00	
Renewals	2,422 50	
Registered Documents—Placer	419 00	
Quartz Records	255 00	
Quartz Certificate of Work	85 00	
Quartz Certificate of Partnership	10 00	
Quartz Registered Documents	55 00	
		4,066 50
Sixtymile—		
To Placer Grants	470 00	
Relocations	270 00	
Renewals	1,382 50	
Registered Documents—Placer	158 00	
Quartz Records	95 00	
Quartz Certificate of Work	7 50	
Quartz Certificate of Partnership	2 50	
Quartz Registered Documents	2 50	
		2,388 00
		$67,185 01
Disbursements—		
By Receiver General	47,909 00	
Comptroller	17,578 01	
Gold Commissioner Interest Account	658 00	
Gold Commissioner Suspense Account	1,040 00	
		$ 67,185 01
		$ 67,185 01

RECAPITULATION.

Financial Statement Gold Commissioner's Office, Year Ending March 31, 1911.

—	Placer Grants.	Relocation Grants.	Renewal Grants	Registered Documents, placer.	Abstracts, Placer.	Hydraulics.	Dredging.	Water Rights.	Quartz Records.	Certificate of Work.	Certificate of Partnership.	Registered Documents, quartz.	Abstracts, Quartz.	Payments in lieu of Assessments.	Certificate of Improvement.	Acreage.	Water-power.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dawson....	1,530 00	3,570 00	40,390 00	3,484 60	22 50	3,199 59	345 54	1,130 00	1,805 00	2,560 00	107 50	967 00	3 10	100 00	45 00	671 28	800 00
Duncan	490 00	330 00	2,422 50	419 00	....	....	....	....	255 00	85 00	10 00	55 00	.....	....	.....	....	....
Sixtymile.......	470 00	270 00	1,382 50	158 00	......	....	......	....	95 00	7 50	2 50	2 50	... ..	....	......	....	....
	2,490 00	4,170 00	44,195 00	4,061 00	22 50	3,199 59	345 54	1,130 00	2,155 00	2,652 50	120 00	1,024 50	3 10	100 00	45 00	671 28	800 00

COMPARATIVE STATEMENT.

RETURNS Gold Commissioner's Office, Dawson, Y.T.

—	Year ending March 31, 1910.	Year ending March 31, 1911.	Increase 1911.	Decrease 1911.
	$ cts.	$ cts.	$ cts.	$ cts.
Placer grants	6,226 00	2,490 00	....	3,730 00
Renewals	49,705 00	44,195 00	....	5,510 00
Relocations	6,030 00	4,170 00	....	1,860 00
Registered documents, placer	5,692 00	4,061 00	....	1,631 00
Abstracts	80 00	22 50	....	57 50
Water rights	595 00	1,130 00	535 00	....
Water-power	500 00	800 00	300 00	....
Hydraulics	2,841 50	3,199 59	355 09	....
Dredging	306 05	345 54	39 49	....
Drainage	5 00	....	....	5 00
Quartz records	3,925 00	2,155 00	....	1,770 00
" registered documents	1,262 50	1,024 50	....	238 00
" certificates of work	1,987 50	2,652 50	665 00	....
" certificate of partnership	110 00	120 00	10 00	....
" lieu of assessment	200 00	100 00	....	100 00
" certificate of improvements	52 50	45 00	....	7 50
Acreage (quartz)	1,070 40	671 28	....	399 12
Abstracts "	13 50	3 10	....	10 40
	80,598 95	67,185 01	1,904 58	15,318 52

Net decrease $13,413 94.

No. 6.

REPORT OF THE ASSISTANT GOLD COMMISSIONER.

Office of the Assistant Gold Commissioner.
Whitehorse, Y.T., May 6, 1911.

The Hon. Alexander Henderson, K.C.,
Commissioner,
Dawson, Y.T.

Sir,—I beg to submit the following report concerning the Whitehorse Mining and Dominion Lands District for the fiscal year ending March 31, 1911. There are two sub-offices in this district, namely, Conrad and Kluane. I have been unable to procure reports from either of these, and hence, beyond the reference to occasional features of outstanding importance gleaned from other sources, I can say little beyond giving a detail of the collections made from month to month. The Conrad officer does not for some reason report here direct, except in regard to his monthly returns. And, as already intimated, the Kluane report has not yet been received, and I do not know when I can look for it. The roads are well nigh impassable at this season, and this year they must be particularly bad, as the break-up has been slow and the weather unusually wet and inclement.

WHITEHORSE DISTRICT.

With one exception, the operations in regard to quartz claims here have been very much as in the past, mainly the performance of assessment work. The exception comprises the operations of The Atlas Mining Company on the 'Pueblo' copper properties. This company began operations in a somewhat vigorous way early last summer and quickly had an excellent plant in operation. This plant included a five-drill compressor and hoist, driven by an 80 horse-power boiler, excellent quarters for 65 men, commodious offices and a comfortable residence for the manager. The work of actual mining was proceeded with for about four months, a force of about 25 men being employed. A total of 4,738·13 tons of ore were mined and shipped during this interval, all of it being consigned to the Tacoma smelter. Most of this ore was taken from the large surface showing, and was quarried rather than mined. A working shaft was started on the west of this showing and sunk about 125 feet, the latter part in ore. The spur line of railway was completed to the mine early in the summer. The first shipment of ore was made on August 20 and the last on October 6. The company ceased operations about the time of the last shipment, and it now looks as if they had abandoned their option on the property. This is variously attributed to the fact that too great a price had been paid for the property (said to have been in the neighbourhood of $500,000), to the low price of copper and to the inadequacy of the shipping facilities. It cannot be well charged against the quality of the ore. The manager, Mr. Greenough, early in September stated that one thousond tons treated previous to that time had gone 4·56 per cent copper and one-half ounce silver to the ton, whereas but 3·50 per cent ore had been expected. There is talk of operations being resumed by Mr. Byron N. White, the present principal owner, but nothing in that direction has yet been done. The property is certainly now in a fine condition for development.

Placer mining in the district gives more promise than ever before. Besides the operations in the Big Salmon division, which have about held their own with those of the previous year, there has been some activity in two other directions. Nansen creek, a tributary of the Nisling river, and situated about fifty miles west of Carmacks on the Lewes river, is one of them. Thirty claims have been staked, and there is said to be a fair amount of low-grade gravel which may be worked profitably. Several men worked on the creek last winter taking out dumps, but as these have not yet been sluiced no idea of the result can be given. The second point of operation is Dezadeash lake, in the Dalton Trail country southwest of Champagne landing. Two creeks, Virgin and Kasha, have been located here, the former by prospectors from Haines Mission headed by Mr. Tim. Vogel and backed by American capital, and the latter by Whitehorse people, headed by H. C. Scott. In all 34 claims have been located on Virgin creek and 20 on Kasha creek. There are said to be very large deposits of gravel on both these creeks. Both have been pretty thoroughly prospected and it is expected will afford good hydraulic workings. Mr. Vogel took in a small hydraulic plant and a lot of supplies the past winter and hopes to make a good start the coming summer. He has a number of men now hard at work. Mr. Scott had also a number of men employed in cutting lumber and generally preparing for active operations. Both creeks are tributary to Lake Dezadeash and are situated on the eastern shore. They are about ten miles apart.

The collections for the year on account of Dominion Lands were $4,052.37, against $4,217.37 the previous year, while the figures from timber were respectively $558.50 and $690. There was also $330 collected from coal lands and $30 from homesteads. Gold royalty afforded $926 against $971.38 the previous year.

The total collections from all sources will be found on table No. 1, attached They were $11,193.35 against $11,902.09 in 1909-10.

CONRAD DISTRICT.

The operations of the companies controlled by Mr. J. H. Conrad on Windy Arm and near Carcross form the outstanding feature of the mining operations in this district. These operations were mainly confined to the 'Big Thing' group of claims. A lot of excellent work has been done here and the company are pushing development vigorously. A new cross-cut tunnel, 2,700 feet long, is being driven from the western side of the hill, upon the eastern side of which the principal showings are situated. This tunnel is already in 550 feet and is progressing at the rate of 8 feet per day. The power employed is generated at a point down the hill, below timber line, about one mile distant from the tunnel mouth, and the compressed air to operate the drills is conveyed in pipes over that distance. It has been found to work well even during the most severe winter weather. During the past year 1,602 tons of ore, of an average value of $33 per ton, have been shipped from this property, 1,481 tons to the Tyee smelter and 121 tons to Tacoma. All this was mined by hand labour and was conveyed to the railway line at Carcross by wagon and sleigh over a most difficult road of about five miles in length. When the new tunnel is completed and strikes the ore, which it is expected to do at a depth of 900 feet, it is likely that an aerial tram to the shipping point will be installed. Most of the ore at present being shipped is from the 400 foot level, and it has been found to improve with depth. Should it prove as good at the 900 foot level the value of the property will be assured.

In addition to above the same company shipped 550 tons of an average value of $62 per ton from the 'Venus,' and four tons of an average value of $175 per ton from the 'M. & M.' claims. All this was shipped to the Tacoma smelter.

In the Wheaton valley a good deal of valuable development work is in progress. The owners of the 'Tally Ho' group have extended their main tunnel considerably and have run into a fine shoot of ore of late. The ledge is said to be fully four feet wide, is strong throughout and the quality of the ore much better than any heretofore obtained on the property. Average samples are said to run $60 per ton.

On Carbon Hill, Mr. W. J. Fleming, of Chicago, Ill., recently started a gang of men, with an experienced foreman, on his claims there, and it is hoped they will prove the property a strong producer at depth, as it shows abundant promise of being on the surface. There has been a good deal of prospecting on Stevens mountain, where the surface showings are unusually large and rich. Unfortunately the roads are in a bad way in this section, the big floods of the fall of 1909 having carried away all the bridges. It will be a pity if these cannot be repaired at an early date, otherwise the work of the claim-owners in the vicinity must be seriously retarded.

The total collections of this district for the year will be found on table No. 2, herewith. They show a considerable falling off from the previous year.

KLUANE DISTRICT.

I have not had any general report from this district up to the time of writing, and therefore cannot enter into much detail. However, the placer ground on Burwash creek is being more extensively operated, and with a very fair measure of success. There is no longer any doubt of the existence of a genuine paystreak on this creek, nor of the fact that it can be profitably worked wherever there is frozen ground. Unfortunately only a limited portion of it is frozen to bedrock. Bullion creek is also looking better than ever. Dr. Sugden, who owns a group of claims in the lower twenties, is certain he has struck consistent pay, and hopes to demonstrate the fact conclusively this season.

Table No. 3, attached, gives the collections of the district from all sources for the ten months ending January 31, last. The returns for February and March have not yet come to hand. I shall forward a detail of these as soon as received.

Your obedient servant,

R. C. MILLER,

Asst. Gold Commissioner.

TABLE I.—Statement showing collections made in the Office of the Assistant Gold
Y.T., during the

Month.	Mining Dues.								
	Placer.				Quartz.				
	Grants.	Relocations.	Renewals.	Registered Documents.	Grants.	Certificate of Work.	Payment in lieu.	Certificate of Partnership.	Registered Documents.
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April					40 00	32 50			12 50
May				3 00	35 00	42 50		2 50	
June	60 00		40 00	5 00	25 00	95 00	100 00	2 50	60 00
July	20 00		110 00	2 00	45 00	77 50			70 00
August	60 00	10 00	170 00	25 00	5 00	142 50	200 00		180 00
September			190 00		20 00	10 00	100 00		40 00
October	50 00		110 00	5 00	10 00	40 00		5 00	60 00
November		40 00	70 00	23 00		25 00			55 00
December	30 00	60 00		14 00		22 50			87 50
1911.									
January	20 00		20 00		5 00	22 50			110 00
February	120 00		20 00			47 50		2 50	277 50
March	80 00		50 00	31 00	10 00	32 50			7 50
Total	440 00	110 00	780 00	108 00	195 00	590 00	400 00	12 50	960 00
Number of receipts	44	11	50	37	39	145	4	5	71

Commissioner, and of the Crown Timber and Dominion Lands Agent, Whitehorse, fiscal year 1910-11.

	Timber and Land Dues.				Gold Export Tax.			Total.	Total.
Acreage and Cr'n Grants.	Dominion Lands Receipts.	Timber.	Coal.	Homestead.	Royalty.	Free Gold.	Game Licenses.	1910-11.	1909-10.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
113 19	194 12	....	....	....	....	....	....	392 31	2,622 00
....	2,767 50	13 50	....	....	....	....	....	2,864 00	1,857 03
....	115 00	5 00	320 00	....	182 27	50	....	1,010 27	509 89
34 02	193 37	....	5 00	30 00	163 07	1 00	200 00	945 96	1,110 50
....	50 00	....	10 00	....	224 80	2 50	900 00	1,979 80	580 40
....	243 37	25 00	....	....	109 20	10 50	....	748 07	1,160 91
132 82	356 02	55 00	....	....	178 99	12 00	100 00	1,114 83	545 09
73 45	10 00	350 00	....	....	8 44	....	....	654 89	1,551 40
113 10	....	....	....	....	28 65	....	....	355 75	351 39
....	....	....	....	....	....	....	....	177 50	337 50
....	....	60 00	....	....	....	....	....	527 50	715 01
33 48	122 99	50 00	....	....	5 00	....	....	422 47	560 97
500 06	4,052 37	558 50	330 00	30 00	900 00	26 50	1,200 00	11,193 35	11,902 09
20	21	15	4	3	37	37	12	555	570

TABLE II.—Statement showing the Collections made in the Office of the Mining Recorder for the Conrad District during the fiscal year 1910-11.

Month.	Quartz Mining Dues.				Placer Mining Dues.			Totals 1910 11.	Totals 1909-10
	Grants.	Certificates of Work.	Certificates of Partnership.	Payment in lieu of Assessment.	Registered Documents.	Acreage and Crown Grants.	Grants.		
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	.....	7 50	.....	.....	.....	.....	.....	7 50	51 50
May	10 00	20 00	5 00	.....	17 50	.....	.....	52 50	25 00
June	15 00	32 50	5 00	100 00	2 50	.....	.....	155 00	200 00
July	5 00	57 50	.....	.....	10 00	.....	.....	72 50	382 76
August	35 00	175 00	7 50	100 00	12 50	.....	.....	330 00	287 50
September	15 00	77 50	2 50	.....	10 00	.....	.....	105 00	250 00
October	20 00	.....	.....	.....	17 50	.....	.....	37 50	32 50
November	15 00	17 50	.....	.....	2 50	.....	.....	35 00	289 48
December	5 00	2 50	.....	.....	2 50	.....	.....	10 00	2 50
1911.									
January	.....	.....	.....	.....	5 00	.....		5 00	22 50
February	.....	2 50	.....	.....	.....	.....	.....	2 50	2 50
March	5 00	.....	2 50	.....	7 50	.....	.....	15 00	65 00
Totals	125 00	392 50	22 50	200 00	87 50	.....	.....	827 50	1,611 24
No. receipts	25	157	9	25	2	.....	.....	218	317

TABLE III.—Statement showing the Collections made in the Office of the Mining Recorder for the Kluane District, during the ten months ending January 31, 1911.

MONTH.	PLACER MINING DUES.				QUARTZ MINING DUES.					Totals 1910-11.	Totals 1909-10.
	Grants.	Relocations.	Renewals.	Registered Documents.	Grants.	Certificates of Work.	Certificates of Partnership.	Payment in lieu of Assessment.	Registered Documents.		
1910.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April		40 00	20 00	6 00					2 50	68 50	489 00
May		60 00	10 00	9 00						79 00	127 50
June			80 00							80 00	224 00
July		80 00	170 00	8 00					17 50	275 50	208 00
August	340 00	30 00	30 00	40 00	10 00					450 50	258 00
September		60 00	210 00	13 00						283 00	427 00
October		40 00	50 00							90 00	60 00
November			10 00			37 50				47 50	50 00
December		40 00	90 00			20 00				150 00	157 50
1911.											
January		130 00		4 00	10 00					144 00	150 00
February											36 00
March											20 00
Totals	340 00	480 00	670 00	80 00	20 00	57 50			20 00	1,668 00	2,207 00
No. receipts	34	48	67	33	4	16			2	204	275

PART VII

FORESTRY

FORESTRY

No. 1.

REPORT OF THE SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR.
FORESTRY BRANCH,
OTTAWA, MAY 1, 1911.

W. W. CORY, Esq., C.M.G.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the report of the work of the Forestry and Irrigation Branch for the year 1910-11, and also the reports of the officials in charge of the different divisions.

STAFF.

Mr. H. C. Wallin, a graduate of the Swedish School of Forestry at Stockholm; Mr. G. H. Edgecombe, a graduate of the School of Forestry of the University of Toronto; Mr. P. Z. Caverhill, a graduate of the Forest School of the University of New Brunswick; and Mr. G. A. Cromie, a graduate of the Yale Forest School, were appointed on the staff of foresters at the beginning of the year. Unfortunately, owing to private reasons, Mr. Cromie has recently found it necessary to resign.

The administration of Dominion parks has been reorganized and the office of the Commissioner, Mr. Howard Douglas, has been removed to Edmonton. This location will be convenient for reaching all the parks and will be specially so in connection with Jasper park, which is in the initial stages of organization, and Buffalo park, where the large herd of buffalo owned by the Dominion government are kept. Mr. A. B. Macdonald was appointed to the position of superintendent of the Rocky Mountains park vacated by the transfer of Mr. Geo. Hunter to Yoho park.

Mr. John Stewart, commissioner of irrigation, submitted his resignation to take effect at the end of the fiscal year and Mr. F. H. Peters, C.E., has been appointed in his place. Mr. Peters is an honour graduate in engineering of the Royal Military College and has had considerable experience in engineering and water supply investigations. For the last two years he has had charge of water supply investigations on the St. Mary and Milk rivers which are the subject of treaty with the United States. Mr. P. M. Sauder is continued as chief of hydrographic surveys and will act as commissioner when Mr. Peters is absent from Calgary. Mr. R. J. Burley, who has had charge of inspections under the Irrigation Act in the Maple creek district is made divisional engineer for the Cypress-hills district and given charge of the inspections and water supply investigations in that watershed.

PUBLICATIONS.

During the year the following additional bulletins were issued and have been widely distributed:—

Bulletin No. 1 (4th edition) Tree planting on the prairies.
" " 9 Forest fires in Canada, 1909.
" " 10 The farmer's plantation.
" " 11 Forest products of Canada, 1909; square timber, lath and shingles.
" " 12 Forest products of Canada, 1909; pulpwood.
" " 13 Forest products of Canada, 1909; crossties purchased.
" " 14 Forest products of Canada, 1909; poles.
" " 15 Forest products of Canada, 1909; general.
" " 16 Forest fires and railways.
Successful tree planters. Letters of farmers in the provinces of Manitoba, Saskatchewan and Alberta regarding the planting of shelter belts, &c.
Irrigation Bulletin No. 1. Irrigation in Saskatchewan and Alberta.

The demand for literature on forestry and irrigation is rapidly increasing. The publications issued have been designed to meet this demand as indicated by inquiries addressed to the department and have been made popular in style.

Thirty thousand fire notices giving warning of the danger of fire, in English, French, German, Icelandic, Galician, Indian (Cree and Chipewyan), Norwegian, Russian, Hungarian, Hindu, Japanese and Chinese, were distributed and posted throughout the fire rangers' districts.

Two hundred thousand copies of a small pamphlet explaining the danger of fire, the chief provisions of the Fire Acts and the best methods of fighting fire, were distributed in English, French, Ruthenian, German, Norwegian, Hungarian, Swedish and Russian. This pamphlet is now being printed in several other languages.

There were also distributed 15,000 copies of bulletins on the planting and care of trees; 30,000 copies of a general bulletin showing the damage done by fires throughout Canada, and 20,000 copies of miscellaneous bulletins and reports, including the statistical reports of forest products.

STATISTICS.

The gathering of statistics of the wood products of Canada, begun in 1909, was continued during last year, and the statistics for the year 1909 have been published. The reports received for 1909 were more numerous than those for 1908 and the figures resulting are therefore a much nearer approximation to the actual product. The collection of statistics covering the year 1910 is at present under way, and as the reports are coming in more readily and quickly it is hoped to be able to publish the compiled statistics early in 1911. A summary of the results of this work is contained in the report of H. R. MacMillan, attached hereto.

TREE PLANTING ON FARMS.

The interest in the distribution of trees for planting on farms in the prairie country continues to increase. In 1910, 8,318 applications for trees were received, and 2,533,600 trees were distributed to 3,173 settlers. Owing to the increasing number of applications it has been necessary to cut down the number of trees supplied to each settler, and as the capacity of the present nursery station has almost been reached, it will be necessary to take steps immediately to increase the nursery accommodation.

A stock of coniferous trees having now been grown, it has been arranged that distribution should be made of them. As, however, it is impossible to provide a sufficiently large stock of conifers to supply all possible demands, and as the expense of growing them is considerable, it has been decided to make a charge of $1 per hundred. Coniferous trees will not grow as easily as the deciduous species, and the making of a charge for them will probably act as an incentive to greater care. A row of coniferous trees added to a shelter belt of deciduous trees will greatly increase its value as a windbreak, especially in winter.

TIMBER SURVEYS.

Owing to the expected early construction of the Hudson Bay railway it was considered necessary that an examination of the timber along the proposed route of the railway should be made. A party under the charge of Mr. J. R. Dickson was sent to make the inspection, starting from The Pas. This party covered the district from The Pas to Split lake, a distance of about 235 miles, and examined the timber for a distance averaging ten miles on either side of the proposed line. The route followed was by way of Metishto and Grass rivers on the northwest side of the proposed line of railway and return was made by Nelson and Pine rivers on the south-east side. The method was to run back lines for four to six miles on either side of the route of travel at intervals of three to six miles. As the stand of timber was generally uniform a large area could be covered in this way and sufficiently accurate information obtained in regard to the quantity available. The whole district is covered with a stand of timber, mainly spruce, but owing to fires and to slow growth in the undrained muskegs the quantity over eight inches in diameter at the stump was found to form but a small proportion of the stand. The approximate quantity available for railway construction purposes in the district examined is 361,300 railway ties and 9,421,000 feet B.M. of timber of sufficient size for lumber purposes.

The great area of timber in the district is a valuable asset and, if preserved from fire, there is no reason why it should not all reach maturity. The great conflagrations are evidently periodic and occur at long intervals, probably when a succession of two or three dry seasons follow one another. With such an extent of country practically uninhabited the only thing that can be done is to have a patrol of fire rangers following the route of travel regularly.

There is but little tamarack and jackpine timber in the district, what mature tamarack there is having been killed, apparently by insects. It will therefore be necessary in the construction of the railway to use spruce to a considerable extent both for timbers and ties. As spruce timber in contact with the earth is short-lived it seems that the necessities of the case would present an opportunity for trying some experiments in the preservative treatment of wood, and it is hoped that an arrangement can be made with the Department of Railways with the object of having such experiment tried.

Later in the season Mr. Dickson made an inspection of the Bear Hills and Eagle Hills in the province of Saskatchewan south from Battleford. These tracts were found very suitable for the purposes of a timber reservation, but owing to the fact that a large proportion of the lands had already been disposed of it was finally decided that no reservation should be established.

Two survey parties were at work on the eastern slope of the Rocky Mountains with the object of determining the eastern boundary of the Forest Reserve proposed to be established. The parties started with the Elbow river as a base. I accompanied the parties to this point and made an inspection of the valley of the river with the heads of the parties so as to reach a determination on the ground of the general conditions on which the boundary line was to be fixed. The conclusion was reached that the line should be fixed at an elevation of about 4,000 feet above sea level, which would exclude all agricultural and nearly all grazing lands. Except for a few narrow valleys the lands above this point are broken, with steep slopes and frequent rocky outcrops until they finally merge into the grey rock of the mountain peaks above timber line, which reaches to a height of between 6,000 and 7,000 feet above sea level.

One party, under charge of Mr. G. H. Edgecombe, worked south and examined the territory from the Elbow river to the international boundary, a distance of about 130 miles. From the Elbow river for some distance south the foothills slope gradually to the prairie, but approaching the international boundary the mountains break abruptly into the plain. The timber is largely western jackpine, though there are stands of spruce and Douglas fir. The greater part of the district has been fire swept at some period in its history. The stand of mature timber is comparatively small but the reproduction, especially jackpine, is good.

The other party, under charge of Mr. P. Z. Caverhill, worked north and reached the North Saskatchewan river, a distance of about one hundred miles. This district is more difficult of access than the southern one, and owing to the greater extension of the foothills eastward required the examination of a wider territory. The timber is largely of the same type as that farther south, and has suffered from fire in the some way. The mature virgin stand does not exceed twenty-five per cent in the area examined.

It is proposed during the present year to continue the examination of the boundary of this reserve to its northern limit.

An examination of lands in timber berths in British Columbia which were patented or were shown by a survey made by H. G. Wheeler to be lands fitted for agricultural purposes was made in the coast district by Mr. H. C. Wallin and in the mountain district by Mr. G. A. Cromie. The instructions were to report on the timber on such lands and to determine what steps should be taken to make the lands available for the owners or for agricultural settlement. A large number of pieces of land were reported on, but final action on the reports has been suspended for the present.

Mr. J. T. Blackford, an experienced woodsman acquainted with conditions in the north, was appointed to explore, estimate and map the timber, and act as fire ranger in the district surrounding Oxford House.

Accompanying this report is a sketch map made by Mr. Blackford showing the districts which he traversed, and the location of the timbered and burned over areas. Mr. Blackford travelled south from Oxford House to Minnihik, Clearwater and Rat lakes, and north and east from Oxford House to Fox and Deer lakes, covering in all about 5,433 square miles of country.

About 1,612 square miles of this territory still bears merchantable timber; on about 3,821 square miles all the merchantable timber has been destroyed by fire.

There are abundant evidences that this whole country was originally heavily forested with spruce, tamarack, jackpine, balsam, birch and poplar. On the islands, which have been naturally protected from fire, are dense stands of trees two to three feet in diameter, and around some of the lakes are blackened stumps two to three feet in diameter.

A reliable Indian, between sixty-five and seventy years old, said that 'long ago there used to be lots of fine large timber. Every summer there have been fires more or less. Long ago (about 25 years) there was one terrible fire which ran for many days. We could not see the sun and the only way I could get my breath was by putting a piece of flannel over my mouth. This fire started at Robinson Portage and ran from that east to Oxford lake and west as far as Deer lake. Up to this time there were lots of fur and deer by thousands, but since then we have not had much fur, nor have I known one deer to be seen within three or four days journey from here. Before the fire we saw only an occasional moose, but now there are lots. * * * * Two summers ago we had large fires all around us. The Indians say that many of the fires started inland where there are no people, and that many of them are caused by York boat men. The big fire of twenty-five years ago was started by Indians working on a York boat.'

Hunters on their way to the winter hunting grounds are careless with their camp fires and are responsible for many forest fires. Mr. Blackford found that in this district freighters and trappers are very careful. The Indians, carelessly leaving camp fires, start forest fires in the Oxford House district every season.

After fire has destroyed the original forest there is nearly always a dense second growth in which jackpine, poplar and birch occur in a greater proportion than in the original forest. This second growth would in fifty or sixty years produce a valuable forest if it were protected from fire. Unfortunately after the first fire there is always a residue of dry resinous wood, which together with the inflammable nature of the young growth itself renders a second fire almost inevitable.

Travelling between Fox lake and Norway House, Mr. Blackford found that day after day he had to cut his way through fire killed timber. Fires are driven with such fury in this country that even the rivers are insufficient to stop them. A fire which occurred three or four years ago burned both sides of the quite wide Fox river. Repeated fires destroy all seed trees, all seed and much or all of the rich upper layers of soil and render it impossible for another valuable forest to start naturally except after a long period of time. Mr. Blackford observed that this had been the case over large areas in the Oxford House district, that the whole country had been fire swept many times, chiefly within recent years, that the soil had been impoverished, that where there had been valuable stands of spruce and tamarack there was now nothing but willow, poplar, birch and scattered small spruce. Where fires had been exceptionally fierce or frequent the country was burned to prairie. Tamarack seems not to be coming in after fires, but where fires have not been frequent there is good natural reproduction of spruce and jackpine, the jackpine usually occurring on the ridges.

On several extensive trips Mr. Blackford never saw the limit of the burned area. Fires have evidently been much more frequent in the country tributary to the routes followed by the York boats than elsewhere.

The muskegs carry fire and have nearly all been burned over.

During the summer Mr. Blackford found no commercial timber of any quantity, but he states that except for fire, the whole country would be covered with timber two or three feet in diameter.

Around Knee lake, along Loaf river, around Nest lake, Mossy lake and God's lake, there is timber five to six inches in diameter, spruce, tamarack, poplar and balsam. On the islands in these lakes timber is two to three feet in diameter.

Around Oxford lake the timber is all of very recent growth.

On the shore of Minnihik lake where it has been naturally protected from fire is about 200 acres of the best timber in the country.

One small grove of timber near Rat lake contained spruce trees thirty-eight inches in diameter and eighty feet high. There were here 320 trees per acre over seven inches in diameter, and 844 trees over four inches in diameter. On a jackpine ridge there were 775 trees per acre over five inches in diameter. These small patches are typical of what the whole country would be if it had not been burned.

On the shore of Minnihik lake there is a strip of timber five miles long and three-quarters of a mile wide, containing trees from eight to twenty inches in diameter, and about seventy-five feet high.

For twenty miles northeast from Oxford House there is a strip of timber, mostly spruce with some jackpine and very little tamarack and balsam, averaging from eight to ten inches in diameter. Along the Deer river there has been good timber but it is all burned. Around Deer lake there is a belt of scrubby spruce twenty-five miles wide.

It has been represented by travellers following Fox river that the river flowed through timber. Mr. Blackford found only a vary narrow fringe of trees along the shores; behind these the country has all been burned. The Indians near Fox river say that as far as they have travelled in any direction the country is all burned. Between Oxford House and Norway House the timber is larger than any near or north of Oxford House. Unfortunately the best of it has been burned. There is much poplar along the waterways.

Mr. Blackford attended the council meetings of the Indians at God's lake and Oxford House. He explained that the government was sending out men to protect the forest from fire, and that it was to the interest of the Indians to prevent and extinguish all fires. The chief and councillors spoke in favour of the work and the Indians seemed during the summer afterward to have been very much impressed and to be acting more carefully than usual. The Hudson's Bay man in charge of the post at God's lake said early in 1911 that he did not know of a single fire started by the God's lake Indians in 1910. This was a most unusual record and he attributed it to the presence and influence of the Dominion fire ranger.

Mr. Blackford gave the boys at the Indian school at Oxford House a talk on fires and how they were to be prevented. He spoke also to headmen of the York boats, and had them promise to be more careful in the future.

The Indians throughout the district deplore the burning of the forest and feel very doubtful about their future should fires continue to destroy the forest and the game.

Mr. Blackford suggests that the Indians may be encouraged to be careful with camp fires if they are given a little badge to wear as Indian volunteer fire rangers. Badges have been supplied to the Indians in the Oxford House district.

Timber and game will, for a long time at least, be the chief products of the Oxford House district. There is but little of the territory fitted for agriculture, there are so many ridges, muskegs, streams and lakes. It is, therefore, very important that the timber should be protected from fire.

Mr. J. T. G. Whyte, an experienced timber cruiser and fire ranger, was appointed in May, 1910, to make an inspection of the timber along the route of the Hudson Bay railway and to act as forest fire ranger.

Mr. Whyte was stationed near the Hudson's Bay Company post on Split lake, and explored the country south and east of Split lake. He travelled down the Nelson river to Gull lake and Buttneau lake, a distance of seventy miles, up the Nelson river to Manitou rapids, east from Split lake to and beyond the survey of the Hudson Bay railway, and west from Split lake to Assean lake, traversing a district of approximately 2,400 square miles. A sketch map of the country covered by Mr. Whyte accompanies this report.

This whole territory was originally covered with forest. Where the timber has been protected from fire, as on the islands in Split lake, the trees—spruce, tamarack and jackpine, are large enough to make good railway ties, poles and lumber. But except on the islands, the whole country has been overrun by fire, in a few districts once, in the majority of cases many times during the past forty or fifty years, and any timber now standing dates from the last fire and is therefore small.

Along the rivers and lakes fires have been very numerous. Mr. Whyte estimates that the shores of Split lake have been burned over on an average of once every season.

Mr. Whyte observed that the crews of the York boats travelling the waterways of this country do not completely extinguish their camp fires, and that the majority of the forest fires start from these camp fires. He saw one fire which was started by lightning. No fires escaped control in the Split lake district after Mr. Whyte arrived. There were reports of large fires near York factory and west of Nelson House.

Fires in this country are disastrous when they escape control. The timber is all resinous, the living trees are loaded with dry dead branches and moss, the green branches of the young conifers are very inflammable, there are large areas of old burns where the ground is thickly piled with fallen dead trees as dry as tinder, and excepting the streams and lakes, few of which are large enough to stop a raging fire, there are no natural barriers to prevent a widespread conflagration. In the dry seasons the upper layers of moss in the muskegs carry fire rapidly and keep it alive for weeks or months, as long as there is anything to burn.

Mr. Whyte mentions that the fire-killed timber in the Split lake region is not so badly affected by worms as it would be in the Ottawa valley.

Fortunately in this district the soil is deep, but a comparatively small proportion of the country consists of rock outcroppings, and there is always sufficient soil to support another crop of trees. The trees native to Split lake country, the spruce, jackpine, tamarack, balsam, poplar and birch, are very tenacious of their hold on the ground, and the jackpine, poplar and birch are particularly well adapted to reforest burned over land. Practically all the timber in the Split Lake region consists of trees which have come up after fires. Widespread fires have been so recent that but a small proportion of the forest cover reaches a diameter of four inches. The greater part of this territory is covered with young trees, the largest of which reach a diameter of three to four inches. The presence of merchantable forest in situations protected from fire, proves that the young forest now started will become sufficiently valuable to support sawmill and pulp industries and supply a large population if it can be protected from fire.

Mr. Whyte estimates that there is no timber between the Hudson's Bay post on Split lake and Manitou rapids large enough for railroad ties. All the timber around Manitou rapids has been burned. The territory crossed by the Ripple and Landing rivers has all been cleared by fire. About one-half of it is now covered with trees two and three inches in diameter. The country around Gull lake is mostly green, but the timber is all below three inches in diameter, excepting a narrow fringe of four inch spruce large enough for pulpwood which surrounds a few of the lakes. There is not enough of the pulpwood around the inland lakes between and near Split and Gull lakes to be of merchantable value. Around these lakes is not enough timber to make 500 railway ties. There is said to be on Kettle river enough timber for railroad construction purposes.

Between Split nad Assean lakes the country is green. The timber here is between four and eight inches in diameter, and is large enough for pulpwood, but there are only scattered spruce and tamarack trees large enough for ties and piles.

Along the valley of the Hudson Bay railway survey between Manitou rapids and Buttneau lake, a distance of seventy miles, is a level muskeg covered with small trees. The largest trees will make a Number 1 tie, but they are scarce.

There is a belt of green timber about fifteen miles wide west of the Nelson river between Manitou rapids and Split lake. The trees are spruce, jackpine and tamarack; about four per cent of the spruce, and one per cent of the tamarack and jackpine are large enough for railway ties. There are here about four cords of pulpwood per acre, and on the whole tract there are over two million cords of pulpwood. About five per cent of the timber is large enough to make poles sixteen to twenty feet long, twelve inches in diameter at the butt, six to eight inches in diameter at the top, and about fifteen per cent is large enough to make poles ten inches in diameter at the butt.

Mr. Whyte reports that very little of the land he traversed was suitable for agriculture. The soil is a heavy clay, much of it covered with muskeg. The region is comparatively level.

There are fish in all the inland lakes. Fur-bearing animals and game, moose, deer, bear, beaver and otter are fairly plentiful.

Mr. Whyte recommends that an arrangement be made with the Hudson's Bay Company to have a man accompany all York boats travelling through the territory, equipped with fire-fighting tools, and authorized to see that York boat crews extinguish all the fires which they start. He also recommends that two Indians be employed during the dangerous months of June, July and August, one to patrol the country between Manitou rapids and the centre of Split lake, the other to patrol from the centre of Split lake to Gull lake, together with Assean lake.

FOREST RESERVES.

A new Bill relating to Forest Reserves has been prepared and presented to parliament. It provides for the withdrawal of the Lake Manitoba west forest reserve in the province of Manitoba, and the Donald forest reserve in the province of British Columbia. The additions proposed by the Bill are as follows:—

PROVINCE OF MANITOBA.

	Acres.
Duck Mountain forest reserve	97,920
Spruce Woods forest reserve	73,280
Total	171,200

SASKATCHEWAN.

Duck Mountain forest reserve	51,840
Beaver Hills forest reserve	17,280
Nisbet forest reserve	5,760
Cypress Hills forest reserve	47,360
Total	122,240

ALBERTA.

Cypress Hills forest reserve	40,320
Rocky Mountain forest reserve	11,656,320
Buffalo forest reserve	101,760
Total	11,798,400

BRITISH COLUMBIA.

Yoho forest reserve	1,103,040
Glacier forest reserve	367,360
Total	1,470,400

The total area added to the reserves is 13,562,640 acres and the withdrawals are 159,040 acres, leaving a net addition of 13,403,600 acres, and making a total area reserved of 16,128,960 acres.

The Forest Reserves Bill was so framed as to include all lands reserved for parks as well as for forest reserves proper, and authority is given to the Governor in Council to set apart as parks such lands within reserves as are suitable for that purpose. Consequently the parks previously set apart have been included in the Bill. These are Yoho and Glacier parks in British Columbia; Rocky Mountains park and Jasper park in Alberta, which are now included in the Rocky Mountain forest reserve, and Buffalo park, also in the province of Alberta.

The inrease in the number and area of the forest reserves and other developments referred to hereafter make it necessary to consider the organization and administration of the forestry work of the Dominion government. The question is not so much at the present time one of legislation or of theoretical speculation or general inquiry but of providing an adequate and efficient organization established on right lines so as to properly study the conditions of each locality and apply the principles of management suited to those conditions.

Protection from fire and enforcement of laws and regulations are the first things to be provided for, and this means a sufficient and efficient staff of forest rangers. The experiences with forest fires last year, both in the United States and in Canada, emphasize strongly the necessity for such a staff and there is no question whatever that the success of a forest administration rests to a very large degree on the intelligence, the faithfulness and the practicability of the forest ranging staff. The work of a forest ranger is arduous and requires a man of energy and strong physique. The qualifications for appointment as a forest ranger should be as follows:—

1. He should be between the ages of twenty-five and forty.
2. He should be sober, industrious and physically fit.
3. He should be able to read and write and have sufficient knowledge of arithmetic to transact the ordinary business of the reserve, such as calculating the dues on permits.
4. He should be able to handle horses and to ride.
5. He should be experienced in work in the woods, should be accustomed to handling an axe and should be able to estimate and scale timber.
6. He should be able to handle a gang of fire fighters or men working on roads or trails.

To ensure these qualifications some test or standard of examination will be necessary, and in the forest service of the United States it was not until a regular plan of examination, in which, however, large credit is given to previous experience, was adopted for the appointment of rangers that that service was placed on an efficient basis.

The district which one ranger can protect will depend on conditions on the ground. The United States forest service consider that there should be an average of one ranger for each one hundred square miles. To equip the Dominion forest reserves with rangers as fully as this standard would demand would mean a staff of 250 rangers. Of permanent rangers now on the Dominion reserves, there are 19, and though this number was increased by temporary appointments during seasons of danger or necessity it still is only a fraction of the force required.

Mechanical means of assistance will be required to make the rangers' work effective, such as lookout stations to give views over large extents of forest, roads and trails to give quick and easy access in case of fire, means of communication such as telephone lines, and in some cases the clearing of special fire guards.

The experience both in Canada and the United States during the dry season of 1910 demonstrated the absolute necessity both of a sufficient number of rangers and of all the mechanical aids that can be provided.

During the past year one or two small areas of timber were granted to owners of small mills and, before cutting, the timber to be cut was marked by a forester and an agreement was signed by the owner of the mills to carry out the operations in accordance with the orders of the forester and to clean up the debris after operations. The clearing after such operations has a decidedly beneficial effect in case of fire, but the effect of such clearing needs further careful study. Natural reproduction will be the chief means followed to provide for the renewal of the forest, and it must be definitely determined what the effect of various methods of lumbering on natural reproduction is if this purpose is not to be defeated.

At this point the scientific forester is needed and the forester must not only be provided but he must have time to study conditions. It is not to be inferred that a forester is turned out with any rule of thumb knowledge by which he can solve every question that arises. When such products of the schools are found they are usually found to be useless. The pressure of purely administrative work and the necessity for widely extended timber surveys have not given the opportunity for such investigation as is necessary for intelligent work, but with the additions being made to the technical staff it is hoped to overcome this difficulty within a short time.

DOMINION PARKS.

The various park offices were inspected last autumn and an accounting and correspondence system established which would meet the requirements of the department.

As the portion of the Calgary-Banff coach road which lies within the Rocky Mountains park was fairly well completed last fall, it was considered advisable to yield to the many requests received from those interested in automobiles for permission to enter the park as far as Banff with their motors. The necessary authority was therefore obtained and regulations established which provide for:

1. The usual precautions for public safety.
2. The use of one direct route to the various hotels in Banff.
3. Running in daylight only.
4. Registration at Banff on arrival, and the issue of a certificate of registration upon payment of a fee of 25 cents.

The protection of game and the prevention of fire have received a good deal of attention and the results have been satisfactory. Game has become more plentiful, and, particularly at Banff, is frequently seen in the neighbourhood, and sometimes even in the streets of the village. A photograph has been secured of a couple of wild mule deer on the lawn of the superintendent's cottage and the superintendent reports that some of the deer have become veritable pets.

The mountain sheep in captivity and the increasing numbers in the vicinity of Banff have already begun to attract artists and other students of natural history, who can now with very little effort study many species at comparatively close range. But while, under the protective system now in force, game has increased, noxious animals have also thrived; and it has been found necessary to take active measures to reduce their numbers. These measures are meeting with good success.

The park game guardians act also as fire wardens and their efforts are reinforced by special help during the dry season. Particular care was exercised last year along the line of railway construction in Jasper park, and a special velocipede patrol was placed on the railway between Canmore, Banff and Laggan. A strict watch was also maintained upon campers to see that no fires were left burning. By these various means quite a number of fires were extinguished which would otherwise have been disastrous in their results.

About 170 miles of fire guard, 20 feet wide, have been broken in Buffalo park, which, though necessitating a good deal of labour each year to keep in effective condition, is worth the labour and expense for the security it affords to Canada's large buffalo herd.

A number of moose, elk, antelope and other animals have been placed in the various parks in a state of partial captivity with a view to developing a reasonable sized herd of each species. During the year, 112 buffalo were received from Montana, 30 being purchased from the herd of Mrs. Conrad, of Kalispiel, and 82 from Mr. Michel Pablo, of Ronan, who has supplied up to date 710 head. This will probably complete, or nearly so, the shipment of buffalo from Montana. Reports show that all the buffalo have wintered well and that a substantial increase may be expected this year. Outside of this spring's natural increase there are now in the several parks 904 head of buffalo, 832 of which are in Buffalo park, 48 in Elk park and 24 at Banff.

Until within the past year little or no revenue was being derived from the townsites of Canmore in the Rocky Mountains park, and Field in the Yoho park; but some months ago these townsites were thoroughly canvassed and many of the inhabitants were required to apply for leases of their dwelling lots. As a result 51 persons in Canmore and 41 in Field have already applied for leases and are contributing revenue to the department in the form of rental.

Considerable work has been done in the way of repairing the various roads and trails of the park and in opening up new ones. This feature of the work is regarded as highly important, since the tourist is largely dependent upon the roads and trails for his enjoyment of otherwise inaccessible mountain scenery. Further, the more pleasure the park visitor derives in this way the more extended is his stay and the more money does he spend in the park; also the more the marvellous beauties of the parks are made available to the tourist the more widely and enthusiastically are they advertised. One of the principal features of the work planned for the ensuing year is the construction of new roads and trails which will add materially to the number of points of interests.

ST. LAWRENCE ISLAND PARKS.

These islands, twelve in number, in the St. Lawrence river, between Brockville and Gananoque, are growing in popularity. Every day during the summer season and particularly on holidays, they are occupied by large numbers of people who take advantage of the pavilions, tables, stoves and other conveniences provided by the government and spend some time in rest, and in quiet enjoyment of the pleasant surroundings. To the cities of Brockville and Gananoque these islands constitute breathing places and objective points for short water trips, the value of which can hardly be overestimated. As nearly all of the most desirable of the Thousand Islands are now in the hands of private individuals, and the public are in consequence debarred therefrom, the wisdom of reserving a number for public recreative purposes has already been demonstrated. Realizing their importance, special attention has been given these island parks by the Forestry Branch. They have been visited each year and their requirements closely noted. As a result two new pavilions have been erected during the year, one on Stovin island near Brockville, which now possesses two pavilions, and one on Aubrey or Burnt island near Gananoque. Several open-air stoves have also been built; and a number of additional tables, benches and garbage cans placed on each island.

The parks on Stovin, Mallorytown and Grenadier islands are looked after by local guardians, while the islands lying west of Grenadier are cared for by Mr. J. B. MacKenzie, of Gananoque, who was recently appointed to succeed the late Mr. O. V. Goulette.

FIRE RANGING.

The number of temporary fire rangers employed during last year was 107, distributed as follows:—

Railway Belt, British Columbia	37
Calgary District	8
Edmonton District	12
Athabaska District	12
Along Grand Trunk Pacific railway in Alberta	6
Prince Albert District, including Canadian Northern railway	18
Battleford District	2
Moose Lake District	1
Hudson Bay District	8
Eastern Manitoba	3

The year 1910 was specially dry. Warm weather came in March and melted the snow and afterwards the weather became cold and dry and remained so all spring, thus preventing the growth of new herbage and leaving the dead grass, leaves and other debris of the previous year in the best possible condition for causing fire.

FOREST FIRES ON DOMINION LANDS, 1910.

The number and causes of fires were as follows:—

Causes.	Number caused by each.
Unknown	343
Not reported	188
Locomotives	184
Settlers	158
Campers	113
Hunters	89
Lightning	55
Incendiary	33
Travellers	18
Indians	12
Land seekers	5
Logging engines	4
Children	3
Surveyors	2
Other causes	20
Total number	1,227

Serious fires occurred in May along the Prince Albert line of the Canadian Northern railway and fanned by high winds, got entirely beyond control. A careful inspection of the burned district was made and the number of distinct fires reported was 25, only three of which were attributable to any other source than the railway, and even one of these three might have been due to sparks falling on the right of way. The total area burned over was 137 square miles and about 10,600,000 feet board measure of merchantable timber was damaged and destroyed, besides a large area of young growth which becomes a total loss.

In addition to the standing timber destroyed, about 75,000 logs belonging to the Great West Lumber Company were burned on Timber Berth No. 974. At Mistatim a sawmill of the Cowan Construction Company was burned, together with a quantity of ties and logs, and nineteen freight cars belonging to the Canadian Northern Railway Company were burned. The probable total loss as a result of these fires was half a million dollars.

Of the merchantable timber damaged about seventy-five per cent was suitable for manufacturing into lumber and was accordingly put up for sale on the condition that it should be cut within one year.

Several requests had been made to the railway company to have its right-of-way cleared of inflammable material in accordance with the requirements of the Railway Act, and the failure of the company to do so, was a largely contributing cause to the damage which occurred along this line.

Alberta suffered the most severely of the western provinces. In the northern district, particularly along the Athabaska river, there was heavy loss by fire in the spring, and although no close estimate was made, the damage done affected many millions of feet of timber. In the southern part of Alberta the dry conditions continued well on through the summer, and as a result fires started in every direction, and at one time there was a line of fire more or less continuous of over seventy-five miles. The total area burned over was approximately 494 square miles, and, although this included a considerable area of prairie and scrub land, still the damage to the forest was serious.

The largest area of fire was in the district north from the Crowsnest pass between the Livingstone range and the Rocky mountains. One of the fires which burned over this tract started near a mill just east of the Crowsnest mountain. Several others were started in the vicinity of a ranch known as Boulton's ranch in the valley of the Livingstone river. As there were some seventeen fires started in the vicinity of this ranch, it is quite clear that they were of incendiary origin, but it was impossible to obtain sufficient evidence to get a conviction, and although a case was entered the charge failed. In this tract the quantity of merchantable timber burned was probably about one hundred million feet board measure, and about sixty per cent of the area was covered by young growth from thirty to forty years old.

One of the most disastrous fires was one that swept the valley of the High river for a distance of thirty miles, with a width of five or six miles. This tract was held under license by Mr. N. D. Beck, of Penetanguishene, Ont., and by Mr. John Lineham, of Calgary. It comprised one of the finest areas of mature spruce on the eastern slope of the Rocky mountains, running from 12 to 24 inches in diameter. The mature timber destroyed was forty-five to fifty million feet board measure. Of this a portion can be saved by immediate removal, but it means a disorganization of the business of the licensee and a hasty and wasteful cutting of a tract that could have furnished a regular and steady supply of timber for years to come. The quantity of immature growth destroyed was very large, and this is a total loss.

This fire was caused by a fire lighted as a smudge for horses by a survey party sent in by Mr. A. P. Patrick, D.L.S., to survey a timber berth for Mr. N. D. Beck. Although everything in the valley was dry as tinder at the time, this fire was set out where there was sufficient grass to carry a fire, and where the view from the camp was so obscured by a slight ridge that the fire could not be seen, and could easily get away without observation till it was too late to control it; and that was what actually happened. There was a bare gravel bar in the middle of the river at the camp, and in full view from it. A smudge could have been made there without the slightest danger, and the condition then prevailing demanded every precaution. The fire got away, and with a gale behind it, swept the valley. No fire ranger or staff of fire rangers could stop its progress.

A case was entered against Mr. Patrick, and the local magistrate fined him $25 without costs. An appeal was made, and the appeal judge quashed the conviction, giving judgment that the fire was caused by an act of Providence. In regard to this judgment, I may say that I went over the evidence carefully myself, and also visited the ground to examine the conditions, and I am perfectly satisfied that the case was one of pure carelessness.

People sometimes talk as if the lumbermen had too great privileges, but here is a case where a timber holding was practically wiped out in two or three days, where he was forced to spend immediately a large sum of money in order to save anything from the wreck, and where his business for future years was completely disorganized. Unless otherwise financially able, it simply meant ruin to him, and all the result of carelessness, of one man not troubling himself to take ordinary precautions which meant almost no additional labour.

Fire occurred also in the vicinity of Elbow and Ghost rivers, causing the destruction of ten to twenty million feet board measure of merchantable timber.

None of the fires in southern Alberta are traceable to the railways, but were caused by the carelessness of individuals. A more thorough organization of this district is being made since it is being included in a forest reserve, but it is quite clear that a considerable campaign of education is yet required before the people and the courts realize that carelessness with fire is criminal in the highest degree.

As the work of the fire ranger is arduous and trying, and frequently one of extreme danger, it is gratifying to know that the work is appreciated, and I quote with pleasure the following extract in regard to one of the Dominion fire rangers which appeared recently in an article in the *Saturday Evening Post*:—

'It has always been difficult to understand the difference in mental attitude toward the restraints of the law that exists between the American and the man who lives just north of him, across the Canadian line. In that country it is not considered a hardship to pay either reverence to nature or a tribute to those in whose charge lies the protection of nature and natural resources. A thousand miles north of the British line one has seen a fire guardian, the only officer of his kind in a section of country hundreds of miles in extent. A splendid, quiet, self-respecting chap this man was too; one whose word was law and accepted as such unhesitatingly by red and white. Part of this man's duty was the posting of fire notices, each of which had a good, stiff penalty attached, in all the places where human beings, red or white, were apt to see them—steamer landings, fur posts, traders' stores. Nor did this man dread the red men so much as he did the newcomers of the white race, always more careless about fires than were the aborigines.

'One day during a steamer voyage this fire guardian saw smoke on the horizon far inland from the river on which we were travelling. He stopped the boat at once, got his pack together and went ashore. As he figured it out, this fire was forty miles away, probably at the edge of a certain large prairie surrounded by heavy woods. He would reach it in the afternoon of the second day on foot. He would carry most of his cmap kit on his back until that night; then would cache some of it, and would leave yet more of it midday of the next day, cached against his return to the river, where he could get supplies or find the trail in and out of the country. He did not know who had started the fire or what shape the fire itself would have by the time he got to it. All alone, a sturdy and self-reliant figure—representing the law, representing civilization even in the wilderness, representing a decent regard of organized society for the organized society that is to follow us—he set out on foot for his wilderness journey across an untracked country. In all of one's experience with outdoor men, rarely has one met a better, simpler and nobler figure than this one.'

FIRES AND RAILWAYS.

Fires along the railways are frequent, and although all of them cannot be charged directly against the railways still they are responsible for the large proportion of them.

Fires from the railways may be caused by sparks from the locomotive escaping either from the smokestack or ashpan. The regulations of the Board of Railway Commissioners require the thorough covering of both with netting of a specially designated character. In order to assist in seeing that these regulations were being effectively carried out officers of the department were appointed agents of the Board at divisional points on the railway. These officers have since been regularly inspecting locomotives and have helped towards making the situation along the railways safer.

Another source of danger arises from the right-of-way being frequently covered with combustible material contrary to the provisions of the Railway Act. Representations on this subject were made to the Board of Railway Commissioners and an order was issued by the Board to the railway companies calling their attention to the provisions of the Act in this respect and the necessity for the companies complying with it. The officers of the department acting as agents of the board were also instructed to report as to the carrying out of this requirement.

Patrols of fire rangers have been maintained along lines of railway under construction through forested districts, namely, the Grand Trunk Pacific railway, west from Edmonton, the Canadian Northern railway, north from Prince Albert, and in the railway belt in British Columbia, and the Great Northern Railway also in British Columbia, and the Alberta Central railway in Alberta. On all these lines the right-of-way has been thoroughly cleared of debris and the debris burned on the right-of-way in accordance with instructions. The patrol on such construction work has been thoroughly satisfactory.

IRRIGATION.

The specially dry season of 1910 in southern Alberta and Saskatchewan, forced on public attention the water supply problems as one of first importance. The fall of 1909 was unusually dry, little snow fell during the winter, and there was little or no rain during the spring, or until the late summer or fall. Many small streams dried up entirely, so that in such places even a supply of water for domestic purposes was difficult to obtain. The drying up of such small streams also prevented their use for irrigation purposes, and those who waited to irrigate from them during the summer, found that the supply had failed. Where a water supply was available and was used for irrigation purposes, the results showed the benefit of having such a resource to depend upon.

When attending the irrigation convention at Pueblo, Colorado, last September, I had the opportunity of seeing a number of the irrigation districts of the western states, and the development which has been taking place there in recent years, as a result of the irrigation works established is striking. The attitude there towards irrigation is that it is an unmixed blessing, and faith in it is justified by the increased prices of lands in irrigated districts, and the substantial growth and development seen throughout such districts. If irrigation were taken up as seriously in Canada, the development possible would be incalculable.

HYDROGRAPHIC SURVEYS.

During the year the first report of the hydrographic surveys in the irrigation district was issued. It brought together the results of the measurement of streams so far as determined up to the time of publication, and will form a most useful reference work for engineers and others having to deal with the water supply in the irrigation district. The work will, however, have to be continued for some years before general averages of sufficient reliability can be obtained.

The divisions of the district covered by the hydrographic survey are Calgary, Macleod, Milk river and Maple creek. This covered the principal streams of the irrigation district, such as the Bow, Elbow, Oldman, Waterton, St. Mary, Milk, Belly and south Saskatchewan rivers, and the streams flowing from the Cypress hills.

A special examination was made of the valley of Moosejaw creek in order to determine the water supply and the storage possibilities on this creek. This creek is a source of water supply for the city of Moosejaw, and for a number of other smaller places along the Soo line of the Canadian Pacific railway, and, although a small stream, it is therefore of considerable value. The measurements of flow on this stream are being continued.

The observations on the St. Mary and Milk rivers are specially important, as the waters of these rivers are a subject of treaty with the United States, and are to be divided with that country. I particularly call attention to the observation of the officer in charge of this work in his report attached, in which he points out the expensive nature of inspections on Milk river and the difficulty of getting reliable results owing to the shifting nature of the channel, and suggests the construction of concrete weirs at the points where the river crosses the international boundary. The cost of such weirs is estimated at $5,600, but they would save in the second year almost the total cost of inspection which, with two parties, costs $5,200 per annum.

The hydrographic survey will be extended immediately to the Red Deer river and its tributaries, and to the Wood mountain district, as applications for water in the districts in question are now being received and information in regard to the water supply is required. The survey should be extended to all important streams in the west without delay.

The proper means for carrying on river profile and reservoir site examinations, outside of the work done on Moosejaw creek, were not available during last season, but as a small appropriation to cover such work has been provided this year, it is hoped to overtake such work of this kind as is of a more pressing nature.

Respectfully submitted,

R. H. CAMPBELL.

IRRIGATION SCHEMES, 1910-11.

	Number of Schemes.	Acres Irrigated.
Licensed	29	6,516·75
Authorized	41	16,754·7
Applications	16	5,860·8
Total	86	29,132·25

	Railway.	Municipal.	Domestic.	Miscellaneous.	Total.
Licensed	12	3	..	..	15
Authorized	29	1	..	3	33
Applications	12	7	2	..	21
Total	53	11	2	3	69

DRAINAGE.

Approved	10
Applications	1
Total	11

No. 2.

REPORT OF H. R. MACMILLAN.

Department of the Interior, Forestry Branch,
Ottawa, April 4, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—The statistical work conducted by the Forestry Branch during the past year has enabled us, for the first time, to form an authoritative estimate of the quantity and value of the annual forest products of Canada.

The quantity of timber cut and its value at the point of production for each of the classes of forest produce for 1909 is given in Table I herewith. The figures for quantity and value have been rounded off to millions.

Table I.

The Cubic Feet of Forest Material required for, and the Total Value of, the Forest Products of Canada, 1909.

Product.	Cubic feet of Material cut in the forest.	Value.
		$
Lumber, lath and shingles	840,000,000	87,500,000
Firewood	1,430,000,000	45,000,000
Poles, posts, rails	280,000,000	11,000,000
Pulpwood	150,000,000	10,000,000
Hewed ties	125,000,000	5,000,000
Cooperage	28,000,000	2,500,000
Round logs exported	20,000,000	1,000,000
Round mining timber	20,000,000	1,000,000
Square timber	3,000,000	1,000,000
Tanning materials		1,000,000
Miscellaneous products*	10,000,000	1,000,000
Totals	2,896,000,000	166,000,000

* Distillation wood, maple sugar and syrup.

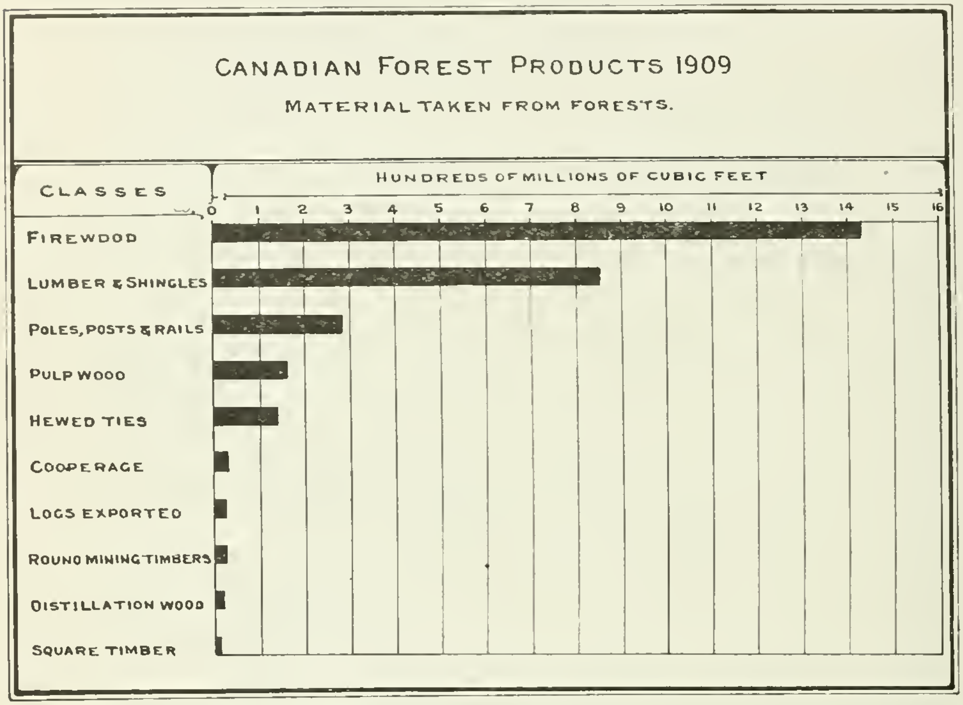
The quantities given in Table I represent the amounts of timber cut in the woods to furnish the material necessary for each class of products. Owing to the very great waste in the utilization of wood in Canada only about one-half of this wood was ever actually put into use.

The values given in Table I are the actual values of each class of products at the point of manufacture. Were the timber products of Canada to be traced to their highest manufactured form their total value would greatly exceed the $166,000,000 given here.

Lumber, lath and shingles represent a little over one-half of the total value of the forest products of Canada; firewood constitutes over one-quarter of the total and the remaining one-quarter is made up of nine different classes of products, of which posts, poles and rails, and pulpwood are the most important.

Diagram I illustrates the relative importance of the different classes of forest products in point of wood used.

DIAGRAM No. 1



About 2,896,000,000 cubic feet of wood are cut annually in the forests of Canada. One-half of this is used for firewood, three-tenths for lumber and shingles, one-tenth for poles, posts and rails. These three classes of products together require nine-tenths of the wood cut in this country.

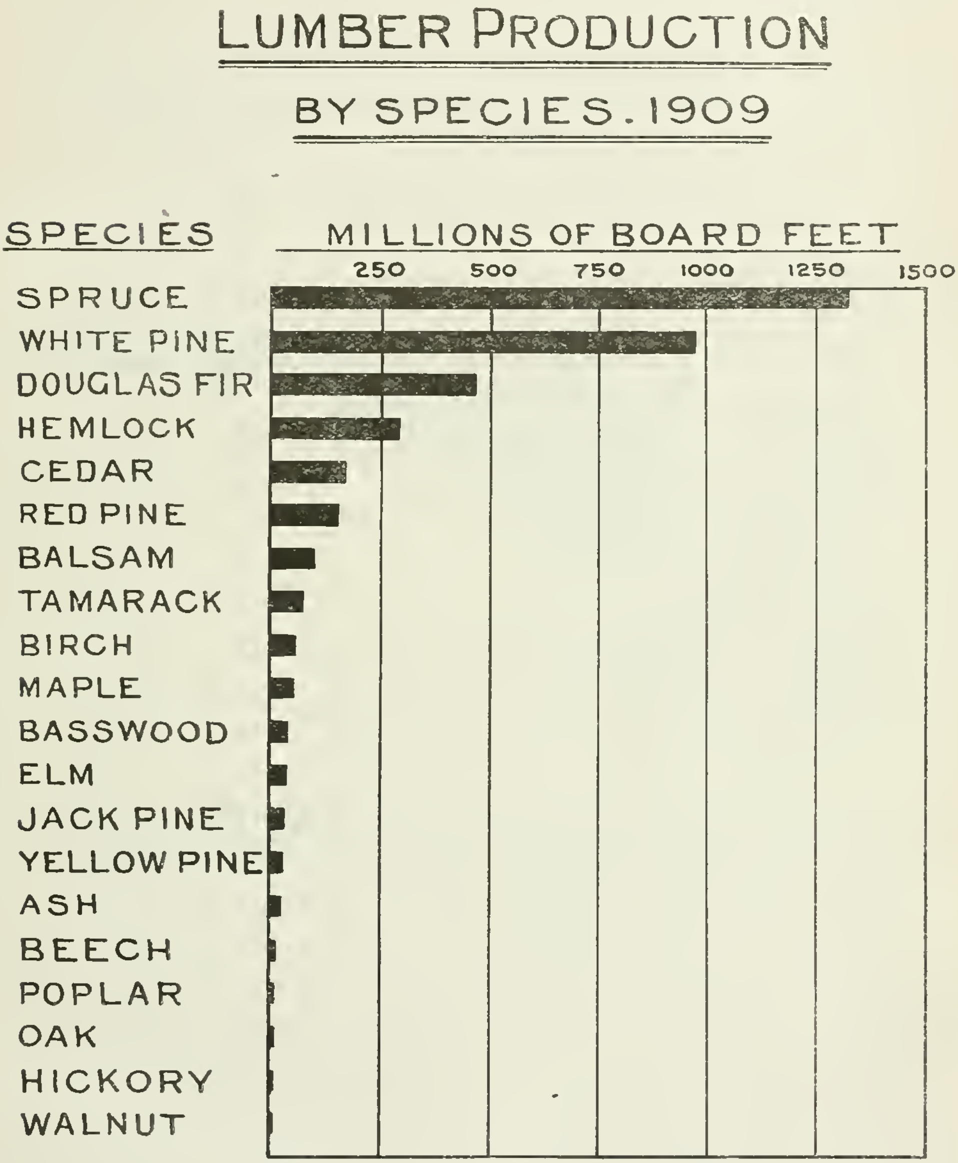
The total value, at the point of production, of the annual forest products of Canada is at least $166,000,000. This is $22.44 for every person in Canada, March 31, 1909. In 1909, there were cut from Canadian forests about 400 cubic feet of timber for every inhabitant of the country. This is a per capita timber usage unequalled by that of any of the other important countries in the world.

The different classes of forest products will be discussed here in the order of their importance.

LUMBER, LATH AND SHINGLES.

Lumber is Canada's most valuable forest product. There were cut in 1909 about 4,900,000,000 board feet of lumber worth at the mill $80,700,000. Twenty different species make up this total, only six of which, spruce, white pine, Douglas fir, hemlock, cedar and red pine, reach a cut of over one hundred million per year. These six species constitute 86·5 per cent of the total lumber production of Canada. The relative standing of the different timbers contributing to the lumber supply of this country is shown in Diagram II. Spruce, which has been the leader this last two or three years, in 1909 formed 29.5 per cent of the total, white pine 27.4 per cent, Douglas fir 12.3 per cent, hemlock 7·9 per cent, cedar 5 per cent and red pine 4·4 per cent.

DIAGRAM No. 2



Soft woods constituted about 94 per cent of the lumber cut in 1907, compared with 6 per cent supplied by hard woods. The only Canadian hardwoods, of which over 20,000,000 feet are cut per year, are birch, maple, basswood and elm.

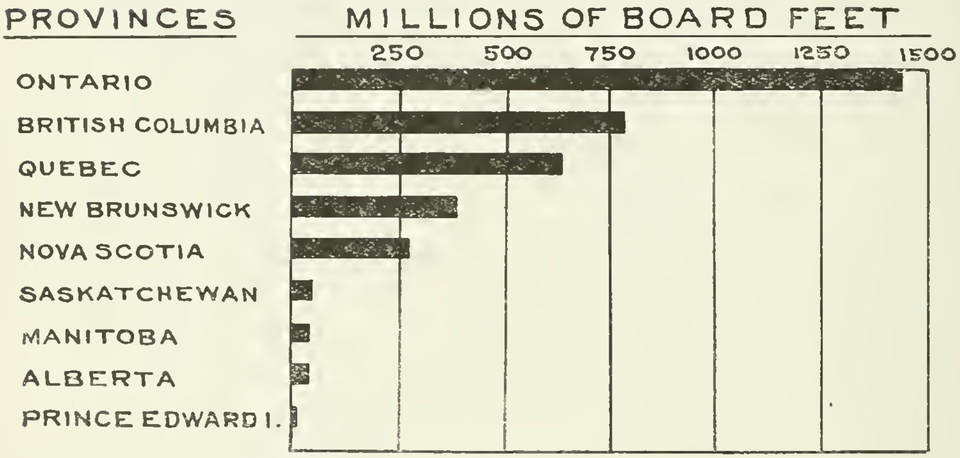
The valuable hardwoods, oak, hickory and walnut, are almost extinct in Canada. The total cut of these three species in 1909 was less than 10,000,000 feet, and was less than one-fifth as great as the quantities of these necessary woods imported in that year from the United States.

The relative lumber production of the different provinces is graphically represented in Diagram III.

DIAGRAM No. 3

LUMBER PRODUCTION

BY PROVINCES - 1909



Two-fifths of the lumber of Canada is produced in Ontario, one-fifth in British Columbia and one-fifth in Quebec; New Brunswick and Nova Scotia together make up the greater part of the remaining fifth, and but proportionately small quantities are manufactured in Saskatchewan, Manitoba, Alberta and Prince Edward Island.

The per capita lumber production in Canada in 1909 was about 684 board feet, probably the greatest in the world. The per capita production in the United States in 1909 was 470 board feet. It is probable that with an increased demand due to forest depletion in other countries, with the development of transportation system to northern forest regions, now inaccessible, the forest production of Canada will still further increase even though it has already reached proportions which under present systems of administration the forest of this country cannot permanently support.

There were manufactured in 1909 about 965,000,000 lath, worth about $2,400,000. About one-half the lath manufactured were spruce and one-third were white pine; cedar, Douglas fir and hemlock made up the remainder. For every 3,000 or 4,000 feet of lumber milled there are produced enough slabs and edgings to make 1,000 lath. It is from this material, at present considered valueless for any other purposes, that practically all the lath produced in Canada is manufactured.

About 2,330,000,000 shingles, worth $4,400,000, were manufactured in 1909. Cedar is the favourite shingle wood; three-quarters of the shingles manufactured in Canada are of cedar, the production being about equally divided between the red cedar of British Columbia and the white cedar of Ontario, Quebec and New Brunswick. Spruce and white pine are the only other species used to any extent for shingles; together with cedar they make up 98 per cent of the total output. The western white pine (*Pinus monticola*), of British Columbia, supplies three-quarters of the white pine shingles of Canada.

As nearly as can be judged almost as much cedar is used for shingles in this country as is sawn for other products.

Two-fifths of the shingles manufactured are produced in British Columbia, almost one-fifth in Quebec; the remaining two-fifths are supplied chiefly by New Brunswick and Ontario.

FIREWOOD.

It is estimated that in addition to the sawmill waste used for fuel, about 15,000,000 cords of firewood, valued at $45,000,000, are consumed yearly in Canada. The use of wood for domestic fuel is general in the country excepting in the areas tributary to the eastern and western coal fields, the comparatively small prairie district where there is no timber, the denuded area of southwestern Ontario, and a few of the larger cities. Much, if not most, of the firewood used comes from the uncleared portions of farms in eastern Canada, and a fairly large proportion of it consists of hardwood timber which would be worth more if manufactured into lumber or other products.

All the common woods are used for fuel, but the species used to the greatest extent are maple, birch, beech and spruce in eastern Canada, tamarack, jackpine, spruce and poplar in central Canada, and Douglas fir on the Pacific coast.

POLES, POSTS AND RAILS.

There are used each year about 400,000 poles over twenty feet in length, and about 110,000,000 posts and rails, of a total value of $11,000,000.

For the poles, which constitute the chief means of support for the transmission lines maintained by the telephone, telegraph, railroad and electric companies, cedar is practically the only native timber suitable. Nearly 95 per cent of the poles used in Canada in 1909 were cedar, mostly eastern white cedar. The remainder were tamarack, spruce and Douglas fir.

Wherever cedar is available it is also the favourite timber for posts and rails, as it is the only common Canadian wood durable in contact with the soil. Chestnut and oak are valuable for post timbers, but are native to only a small area in Canada, and are almost extinct. Posts and rails are usually secured as near as possible to the locality where they are to be used, and where cedar is not available the woods most commonly used are tamarack, spruce, jackpine, lodgepole, pine, poplar and Douglas fir.

PULPWOOD.

The cut of pulpwood for 1909 was nearly 1,700,000 cords, valued at $10,000,000.

Over four-fifths of the pulpwood cut in this country is spruce; spruce and balsam together supply 99 per cent of the pulpwood. Other species included in the remaining one per cent are poplar, hemlock and jackpine. Three-fifths as much spruce is cut yearly for pulpwood as is cut for lumber. About 46 per cent of the pulpwood cut in Canada is domestically manufactured, and about 54 per cent is exported in the raw form to the pulp mills of the United States. Over one-half of the pulpwood domestically manufactured is manufactured in Quebec, about 30 per cent in Ontario, 14 per cent in New Brunswick and 4 per cent in Nova Scotia. Nearly all the pulpwood exported is cut in Quebec. About 70 per cent of all the pulpwood produced in Canada is cut in Quebec.

The pulpwood which is yearly exported from Canada to the United States, keeps running 69 of the 251 pulp mills in the United States. If this pulpwood were manufactured in Canada, it would supply each year about 73 mills of the average size of those already existing. We have now 60 pulp mills in Canada. If we manufactured at home all the pulpwood which we cut, we would have about 133 pulp mills.

HEWED RAILROAD TIES.

In addition to the sawed ties, reported and classified as lumber, which Canadian roads, steam and electric. purchased in 1909, there were purchased 9,500,000 hewed ties, valued at $5,000,000. The species used chiefly for hewn ties are cedar, jackpine, tamarack, hemlock and spruce. The making of hewn ties involves a tremendous waste of timber and leaves a great accumulation of slash in the woods, which as a rule results in the destruction of the entire forest by fire.

COOPERAGE.

Two classes of cooperage are manufactured, tight for liquids, and slack for materials other than liquids. Tight cooperage requires a very high quality of wood; white oak is preferred and is used almost exclusively. There is no supply of wood suitable for high grade tight cooperage in Canada, consequently there is practically no tight cooperage industry excepting that which depends upon logs or staves imported from the United States, or excepting a low grade of tight cooperage for less penetrating liquids for which some Canadian woods are suitable. There were manufactured in Canada in 1909, 567,000 sets of tight heading and 12,000,000 tight staves. The greater part of the tight cooperage used in Canada is manufactured in the United States, and of the remainder a good proportion is manufactured in Canada of logs imported from the United States.

Most of the woods common to Canada are suitable for the manufacture of different grades of slack cooperage. There were manufactured in Canada in 1909, 139,000,000 slack staves, 11,000,000 sets of slack heading and 47,700,000 hoops. Four-sixths of the staves were elm, one-sixth were spruce, and the remainder chiefly poplar, maple, birch, beech, basswood and ash. About one-quarter of the heading was poplar, one-quarter elm, and the remainder basswood and spruce. Nearly 90 per cent of the hoops are elm. Over three times as much elm is used for cooperage in this country as is cut for lumber. The total value of the cooperage output for 1909 was $2,500,000.

LOGS EXPORTED.

Public lands regulations prohibit the export of unmanufactured logs from the greater part of Canada. The logs exported are chiefly cut on private lands in Ontario, Quebec and New Brunswick. At times cedar logs are exported from British Columbia. There were exported in 1909, 20,000,000 cubic feet of logs, valued at $1,000,000. Practically all logs exported go to the United States.

ROUND MINING TIMBERS.

The operation of the mines of Canada requires the cutting each year of about 20,000,000 cubic feet of round timbers worth about $1,000,000. About eight-ninths of this is used for the coal mines and one-ninth for the metal and other mines.

Softwoods form the chief source of supply, and as a rule thrifty young trees are used.

SQUARE TIMBER.

In addition to sawn timber which is scaled and reported upon as lumber, about 3,000,000 cubic feet of timber are cut each year for the export square timber trade. Practically all of this timber goes to England; one-half of it is white pine, one-third birch and the remainder chiefly red pine and elm. The export in 1909 was valued at almost $1,000,000.

The square timber trade reached its height in 1877 and, owing chiefly to the disappearance of the supply of timber fit for squaring, has declined steadily since that date. The average white pine export for the decade 1871-1880 was about 15 times as great as it was in 1909; the export of oak was then 194 times what it was in 1909; the export of birch has kept up better, it was in 1909 nearly one-half as great as it was in the seventies. The export of elm has decreased largely; it is now only one-thirteenth as great as it was thirty years ago. The other timbers, red pine, ash and maple, are only exported to about one-tenth the quantity previously shipped.

TANNING MATERIALS.

The only native vegetable tanning material in Canada is a forest product, hemlock bark. The value of the hemlock bark and the extract of hemlock bark placed on the market in 1909 was over $1,000,000. About four-fifths of this was used at home, the remainder exported.

Canadian tanneries used in 1909 about 90,000 cords of hemlock bark, and about 2,250,000 pounds of extract of hemlock bark of a total value of over $800,000. At one time tanneries in this country depended almost altogether upon hemlock, but owing to a variety of reasons, the decreasing supply of hemlock, the introduction of cheap foreign, chiefly tropical, vegetable tannins, and the multiplication of chemical processes of tanning, hemlock now represents by value only about three-fifths of the vegetable tannins used, and a much smaller proportion of all tannins, vegetable and chemical.

There were exported in 1909 about 20,000 cords of bark, worth $120,000, and about 3,500,000 pounds of extract of hemlock bark, valued at $80,000. The bark goes to the United States, the extract to Great Britain. This represents a great decrease from 1880 when the export of bark was 82,000 cords worth $442,000, and 1883 when there were exported 20,000,000 pounds of extract valued at $305,000. The exports of tannins from Canada are now less than two-sevenths as great as they were thirty years ago.

All the hemlock bark produced in Canada is not used. Though the bark of the British Columbia hemlock is richer in tannin than that of the eastern hemlock, it is all wasted; and it is estimated that at prevailing prices eastern hemlock bark is wasted to the extent of $400,000 yearly.

MISCELLANEOUS PRODUCTS.

In addition to the different classes of products enumerated above, enough material is taken from the forests of Canada each year to make up another $1,000,000.

Nearly 100,000 cords of wood, worth over $300,000, are used yearly by the destructive distillation plants manufacturing wood alcohol, acetate of lime and charcoal. Still more valuable is the maple sugar industry of the eastern provinces.

If the forests of Canada are administered for another three or four decades as they are administered at present it will be impossible for them to produce yearly such crops as that described above. No one can doubt this save those who do not know that our seemingly inexhaustible white pine forest has been so reduced that it now contains only thirty years supply at the present rate of cutting, that our valuable hardwoods have been cleared away to such an extent that we now import each year more hardwood lumber than we produce domestically, that our square timber exports are only one-twelfth what they were thirty years ago. and that two-thirds of the original forests of Canada have already been destroyed by fires. Under the present system of exploitation the forests of Canada are decreasing steadily in area and in available products.

The decrease of the forest area of Canada, and the consequent decrease in available forest products is nothing short of a national calamity. It is not the purpose here to touch upon the favourable influences which the forest exerts upon climate and waterflow, indirect values which are recognized by every one, but to point out how indispensable is the forest as a crop producer.

The forests of Canada stand chiefly upon lands unfit for agriculture even in its most intensive form. They produce a crop valued at $166,000,000 per year. The harvesting and first manufacture of this crop employs labour to the extent of $100,000,000 yearly, and probably almost as much more is spent in turning out the more highly manufactured forms of wood products. In addition to supplying a large proportion of the population of Canada with their means of livelihood, the products of the forest are for the whole population the chief source of heat and shelter, are the most important raw materials for the factories, enter largely into the construction of nearly all articles of human use, and furnish one-sixth of the total export of Canada.

Unless the principles of forestry are adopted by those who are responsible for the administration of the forest lands of Canada there is nothing surer than that within a comparatively short period of years the forests of Canada will be so destroyed by fire and exploitation, heedless of the future, that not only will there be no surplus of forest products for export, but there will be an insufficiency of any grade of timber for the building of the homes, the carrying on of the works of the population in this country; and on the mountainous, rocky, sandy and other non-agricultural lands of this country where the forest stood there will be produced nothing. All the symptoms which have ever been met with in history previous to the destruction of the forests of any country, now exist and daily increase in Canada.

Forestry seeks not only to prevent the destruction of the forests but to secure their improvement so that they will be in a position to produce each year, without any lowering of their value, even greater crops than they have yet produced under methods of exploitation. To secure this result forestry must achieve fire protection, prevention of waste in the logging, manufacture and use of lumber, and the reforestation of barren and cut-over lands.

FIRE PROTECTION.

The measures adopted to protect the forests from fire are now generally understood. They are the removal by education or legislation adequately enforced of the causes of fire, the organization of a patrol to find and extinguish such fires as will inevitably start, and the improvement and organization of the forest areas so as to render most efficient the efforts of fire fighters and to minimize the chances of any fire getting beyond control.

PREVENTION OF WASTE AND LOSS OF TIMBER.

One aim of forestry is to further the productivity of the forests by securing the most profitable use of all forest products. There is now a tremendous waste in the use of forest products, a waste which every year leads to the cutting of more than twice as much timber in the forest as ever comes into use. Investigations have not as yet been conducted in Canada to show what percentage of the merchantable timber cut in the forest is wasted, but in the United States, where conditions of logging, manufacture and utilization are similar to those in Canada, it has been found that from 10 per cent to 35 per cent of the merchantable timber is, as a rule, left in the woods; that of the logs which reach the mill there is lost 49·1 per cent volume, and that after the lumber leaves the mills from 10 to 25 per cent of it is wasted before it is put into use. The waste in logging is due to—

1. Poorly conceived and poorly executed logging plans.
2. Failure to remove from the woods merchantable material which is actually cut.
3. Failure to cut and remove inferior trees, partly defective trees and inferior species which are merchantable.
4. Failure to remove small bodies of timber in comparatively inaccessible places on which the profit is low.
5. The removal of only one class of timber from the forest when others are present and merchantable.
6. Failure to utilize merchantable dead timber.
7. When inferior trees and inferior species are available, the use for construction work of valuable species and valuable trees which cannot be otherwise utilized at a later time.
8. Failure to use materials for the purposes to which they are best suited.
9. The cutting of trees for tan bark only, and waste of logs.
10. The cutting of unnecessarily high stumps.
11. Failure to utilize all of the merchantable material in tops suitable for saw timber or cordwood or other use.
12. Failure in requiring the proper variation in log lengths.
13. The non-use of odd and short log lengths.
14. Unnecessarily long trimming lengths.
15. Unnecessary breakage in felling and transportation.
16. Too great loss in driving.
17. Careless use of logging machinery, such as donkey engines.

All these causes given in the report of the National Conservation Commission as reasons for the great loss of timber in logging in the United States operate in Canada. On one operation on Dominion Lands in the Crowsnest Valley, Alberta, it has been noticed that the waste of timber per square mile was 366,400 lineal feet of mining props, and 480,000 board feet of saw material, or over 10 per cent of the total originally standing. In other districts this loss exceeds 30 per cent and even reaches 50 per cent.

On lands under forest management, it has been found possible to reduce the waste due to the causes enumerated above to less than 2 per cent. There is no loss in preventing this waste, but there is sometimes no profit except the profit which accrues to the country through securing the use of a natural product which would otherwise be lost.

The loss of timber in the manufacture of lumber is partly unavoidable and partly avoidable. The different sources of loss are:—

(*a*) Loss due to kerf; 15·5 per cent.
(*b*) Loss due to edging and trimming; 10 per cent.
(*c*) Loss due to slabs; 10 per cent.
(*d*) Loss due to careless manufacture and accident; 4 per cent.
(*e*) Loss due to standardizing lengths and widths of boards; 2 per cent.

Much of this waste may be prevented by:—

1. The general adoption of thin saws, band saws and re-saws.
2. By the elimination of gang saws.
3. By manufacturing in round-edged or 'waney' form a large part of the lumber which is to be worked over.
4. By modifying market requirements and usage so as to allow boards of random widths and odd lengths.
5. By admitting short and narrow boards.

6. By modifying standard grading rules to allow defects on ends and edges without seriously reducing the grade of a board.
7. By more careful manufacture and more perfect machinery.
8. By utilizing short boards, slabs, and waste for such articles as matches, toothpicks, excelsior, novelties, and other purposes for which large boards and planks are now used.

There is great waste of lumber after it is sawn and before it is put into use, due to loss in seasoning, and loss in manufacturing. It is estimated that in the lumber used by the building trades there is a waste of 3 per cent in seasoning, due to checks, stains, &c., and a waste of 12 per cent in cutting for use. There is a seasoning waste of 5 per cent and a manufacturing waste of 20 per cent in the timber used in the furniture industry. There is a waste of 15 per cent in the timber used in the manufacture of boxes, and a waste of 10 per cent in timber used by transportation lines. There is an average waste of 10 per cent in seasoning, and of 15 per cent in manufacturing vehicle parts.] Most of the waste of timber in utilization is unavoidable, but with careful management a portion of it may be saved.

A large part of this yearly consumption of timber in Canada is due to the necessity of replacing timber which has decayed in use. The necessity of replacing at frequent intervals all the timber used for trees, poles, posts, mine props, piles and shingles is due chiefly to the destruction of these articles by decay.

It has been proven in Europe and the United States that a cheap process of chemical treatment applicable to almost all timbers doubles the life of the timbers. Doubling the life of poles, posts, mine props, ties and shingles would mean that only half as much timber would need to be cut each year for replacements as is now cut. The general adoption in Canada of a system of giving railroad ties preservative treatment before use would bring about a saving of over 5,000,000 ties yearly. This would, allowing for the cost of treatment, mean an annual saving of from \$600 to \$55 on every mile of track in Canada.

The general use of timber preservatives is particularly important in Canada because we have in our forests but limited quantities of naturally durable timber, and very large quantities of timber which decay quickly in contact with the soil. The durable species are being selected, the non-durable species are being left or are being used at a loss. Were the non-durable species given a preservative treatment, for which they are naturally adapted, they would give most efficient and economical service, would add to the revenues and resources of the country, and would lessen the drain on the naturally durable species.

It is a part of forestry to secure the economical use of timber by reducing the waste in logging, reducing the waste of sawing, reducing the waste in manufacture and reducing the loss of timber due to decay. For this purpose it will be necessary to have trained men study all the different sources of loss and prove by experiment that more economical methods may satisfactorily be adopted at every point where there is now an undue loss of timber. This has been done in other countries, must be done in Canada and will be done in Canada.

REFORESTATION.

The chief reason for the general admission that there is a need for scientific forest management in this country is that cut-over lands are not re-stocking with valuable species of trees. Under the exploitation system of handling our forests, land which is capable of producing a continuous crop of timber usually produces but one good crop. After the virgin crop is removed it is just an accident if there is another, and if there is another there is either required an unnecessarily long period for its production, or it is composed largely of trees of poor quality.

One great aim of forestry is to secure the reforestation with valuable species of cut-over timber lands. There are many who believe that this reforestation consists of the planting of a small tree where a large one has been cut. There are instances where it is advisable to plant cut-over areas to secure another crop of timber, but planting, though it produces the best crop, is an expensive operation, and for that reason is not at present practicable, except on a limited scale, in so extensive a country as Canada. Foresters rely rather upon natural reproduction than planting to secure the restocking of cut-over lands necessary for the permanence of the productivity of the forest.

The securing of natural reproduction is dependent upon the method of removal of the original forest. It is the intention of the forestry branch to so regulate the cutting of timber on forest reserves that there will be produced conditions conducive to the plentiful reproduction of the most valuable species of trees. In order that this may be done, it is necessary that the tract to be logged be studied by trained men. These men, familiar with the markets of the region, and with the qualities and habits of the trees, will first decide what trees occurring in the present forest it is most profitable to encourage in the next; will then study the conditions under which the seedlings of these trees are most readily produced, and will draw up a plan of managing the logging operation so that there will be assured an abundance of seed of the valuable species of trees, that the seed will find the condition of the seed bed most conducive to its germination, that the seedlings will receive the right amount of light and shade, and that they will be protected from fire.

To secure these desiderata without imposing regulations which increase logging costs or interfere with logging operations, requires common sense, experience and a high degree of technical knowledge.

There is no rule of thumb for the securing of natural reproduction on cut-over areas. The different trees have each different habits of growth which necessitate different methods of treatment, and in every locality there are varying market requirements and logging methods which require special consideration.

A brief outline of the method of treatment of one important species, the lodgepole pine of the Rocky mountains forest reserve, will serve to show how the above mentioned principles may be applied.

Lodgepole pine grows in an even-aged forest in which but few other trees occur. As all the trees in a lodgepole pine forest are about the same age, they usually vary but little in size. They are all ready to cut at the same time. When a large number of trees are cut from a lodgepole pine forest and only a few left, these few usually break off or blow over. They have not been accustomed to the full force of the wind.

There is always abundant seed in a lodgepole pine forest; the seed is well protected by heavy cones and is uninjured by a light fire. The seed of lodgepole pine germinates best on a mineral soil such as is exposed by a fire, and the seedlings require full light for their development.

Knowing these habits of the tree, the forester plans to have all the trees cut on the tract to be logged except a few small clumps or strips so located as to throw seed on the cleared area. On the logged area everything that can possibly be used is taken, the remainder is scattered and burned. The clumps and strips of trees left are protected from the fire.

The cutting of all the trees exposes the cleared area to the full strength of the sun, the burning of the brush exposes the mineral soil, and opens the cones which have been on the ground, releasing the seed. This seed, together with that which blows from the clumps and strips of trees standing, readily germinates in the full light on the mineral soil, and there is produced a thicket of young seedlings, all of lodgepole pine, which, in the absence of any shade, grow very rapidly. The burning of the brush is also a safeguard against further fires.

An instance of the mode of management adopted for another important tree in the Rocky Mountains forest reserve, the Englemann spruce, will serve to illustrate how important it is that a different method of management be adopted to suit the different habits of trees.

Englemann spruce grows in uneven-aged forests, in which there are all sizes of trees from the youngest seedlings to the oldest trees. There are frequently mixed with Englemann spruce other trees. In a natural spruce forest there are always a large number of trees below commercial size. Spruce produces seed every three or four years, the seed germinates best in the shade on moist soil, and the seedlings require to be shaded from the direct sunlight.

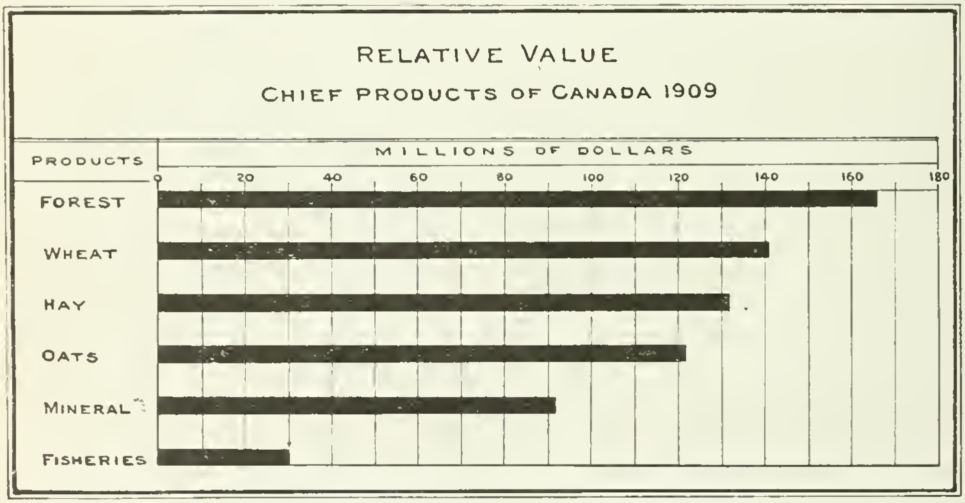
Spruce reproduction is best secured when the logging is confined to a selection of the larger trees. The removal of the large trees gives the medium and the small trees a chance to grow more rapidly. When the trees left, next bear seed, it is distributed by the wind and other agencies through the small openings left by the removal of the large trees where it finds a moist soil protected from the direct sun. Under such conditions it germinates well and the young trees find the best conditions for their growth.

When a forest is logged under this system, care is taken to protect the young trees, and the brush is usually lopped so as to lie flat on the ground and decay readily. The medium sized trees left at the first logging operation form the basis of the next cut in a few years.

It may readily be understood from a comparison of the habits of the two trees here discussed that a plan of management that would favour one tree would be fatal to another.

The protection of the forest from fire, the improvement of Canadian methods of utilizing wood, the regeneration of the forest by planting and by encouraging valuable natural reproduction is a task which will require for its accomplishment many years, much money and a large body of trained men. That it is a very important task is proven by the position which the forest holds as a producer of natural wealth.

DIAGRAM No4



RELATIVE VALUE

CHIEF PRODUCTS OF CANADA 1909

The forest products of Canada are more valuable each year than any of the field crops, are nearly twice as valuable as the total mineral products, and are over five times as valuable as the total of inland and ocean fisheries. Over 90 per cent of this great crop is produced on public lands. Under wise scientific management the public forests of Canada will perpetually maintain their productivity; under unwise mangement or lack of management they will be destroyed by fire, or when once harvested will produce no more crops. The great annual value of the forest products of Canada is the best argument that can be put forth to prove that money should be provided to secure for the public timber lands the highest grade of technical officers.

Respectfully submitted,

H. R. MACMILLAN.

No. 3.

REPORT OF A. KNECHTEL, INSPECTOR OF FOREST RESERVES.

Department of the Interior,
Ottawa, March 31, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry and Irrigation,
Ottawa.

Sir,—I have the honour to submit hereby my third annual report, which describes the work done on the Dominion forest reserves during the year ending March 31, 1911.

There were nineteen permanent rangers employed on the forest reserves who are charged with carrying out the administration of the reserves under the instructions of the department. On the large reserves the chief rangers have charge of the work of several permanent rangers. The success which has attended their efforts will appear in this report. Additional men were employed during the summer to help the rangers with the work of cutting fire guards. The rangers had authority to call out additional men in case of fire.

FOREST FIRES.

During the spring of 1910 it was exceedingly difficult for the forest rangers to guard the reserves against fire. The snow left the ground very early; in Manitoba and Saskatchewan before April 1, and in Alberta there was scarcely any snow on the ground later than March 15.

Not only did the snow leave the ground early, but the season was exceptionally dry. The following quotation is from the meteorological report of the province of Saskatchewan for the year 1910:—

'The year 1910 was noted for its early spring and sultry midsummer weather. The spring was most favourable for seeding, which was fully three weeks earlier than usual. March was exceptionally mild. The weather continued dry and warm throughout April. During the first two weeks of May, cool weather, frosts and high winds were experienced, but more favourable conditions prevailed during the remainder of the month, when frequent showers proved very beneficial to the farming interests. Precipitation was heaviest in the southern portion of the province. June was very much warmer and drier and had less of a rainfall than usual during this month. A narrow area in the southeast had a little more rain than the rest of the province. July weather conditions may be said to have been a replica of those of June. The effect on the crops, however, was more severely evident by reason of the longer spell of dry, hot weather. During this month the drought was most pronounced in the southeast, where the total rainfall of the month was less than one inch. The average precipitation for the month was only 1·44 inches, as compared with 5·36 inches in July, 1909, and 2·28 inches, the average of ten years. The temperature exceeded the average of the preceding twenty years by about three degrees.'

Such were the weather conditions in Saskatchewan for the spring of 1910, and these may be considered the average for the three prairie provinces. In Manitoba the drought was rather less pronounced, but in Alberta it was much intensified, especially in the southern half.

DESTRUCTION OF MERCHANTABLE TIMBER.

Notwithstanding these adverse conditions the fires did but little damage to merchantable timber on the forest reserves. In British Columbia, 6,500 feet of saw timber was destroyed on the Monte Hills reserve, and 13,400 feet on the Tranquille reserve. On the Manitoba and Saskatchewan reserves there was none killed. On the territory which is now the Rocky Mountain forest reserve, large quantities of saw timber were destroyed, but this reserve was not established until some time after the fires started, and was at no time during the fires under forest reserve management. I am adding to this report, however, a statement of these fires, as the territory was set aside as a reserve later.

A large total loss of saw timber, estimated at two hundred million feet board measure, occurred along the eastern slope of the Rocky Mountains. Fires began about the middle of April and were not all extinguished before August 5. They covered the following territories, the total area being approximately 494 square miles:—

In the Porcupine Hills a fire occurred in townships 12 and 13, range 1, west of the 5th meridian, which covered an area of fifty square miles, destroying about 50 per cent of the timber. This was the beginning of the fires on the eastern slope of the Rockies. It occurred in April and was fought under the direction of Fire Ranger Wm. Flack. A ploughed guard of two furrows was made across the hills between townships 11 and 12 for a distance of six miles.

From Coleman in township 8, range 4, on the Crowsnest railroad to Sheppard creek in township 15, range 3, west of the 5th meridian, a burned strip extends in a northeasterly direction 42 miles long, having an average width of six miles. This strip was mostly covered with young timber from 30 or 40 years of age with small areas of mature timber. About 80 per cent of the trees were killed. A ploughed guard of four furrows was made along the eastern side of the fire in townships 13, 14 and 15 for a distance of 75 miles.

In townships 17, 18 and 19 a fire followed the Highwood river for a distance of forty miles, with an average width of about three miles. About 50,000,000 feet of saw timber was destroyed in this fire and a large area of young spruce, pine and poplar from thirty to forty years old.

Fire occurred in township 2, range 4, west of the 5th meridian, destroying about a quarter township of large spruce, and in township 21, range 6, west of the 5th meridian, killing young pine which covered about half the township.

In townships 28 and 29, ranges 6, 7 and 8, west of the 5th meridian, a large fire occurred which burned during the months of July and August and covered an approximate area of 110 square miles. About 14 square miles of this area was covered with good merchantable spruce and pine which would yield probably 25 million feet of lumber. At least 10 million feet of this was killed. The remaining area bore a good growth of young pine and spruce, most of which was killed, though a sufficient quantity was left green and may re-seed the ground.

Along Fallen Timber creek in township 30, ranges 6 and 7, a fire destroyed about a quarter township of young pine about four or five feet high.

FOREST CONDITIONS ON ROCKY MOUNTAIN FOREST RESERVE.

There is no doubt that Mr. W. I. Margach, the chief forest ranger, and his assistant rangers, did everything in their power to stop the spread of fire. When fire once gets started on the eastern slope of the Rockies, it is a very difficult matter to get it under control. In eastern Canada and on the eastern slope of the Rockies when a fire breaks out, rain usually comes in two or three days and puts it out, but the moist winds which climb the western slope are robbed of their moisture by the mountain tops and come down the eastern slope dry and hot, and fire fighters are likely to look in vain for many days for a providential rain.

On the eastern slope the abundance of dead wood lying on the ground facilitates the destruction of the woods by fire. It remains many years without rotting. In moist climates the frequent rains through the summer cause dead wood to decay quickly. In the eastern provinces and on the western slopes of the Rockies rotten wood is everywhere in evidence. On the ranches at the foot hills of the eastern slope, the weather is so dry that hay cures standing in the fields, and carcasses of dead animals mummify. In the summer of 1909 I made a trip with the Chief Forest Ranger through the hills from the Highwood river southward to Frank on the Crowsnest railroad. For many miles we followed an old horse trail that had formerly been much used by the Stony Indians as a hunting trail, but had for a long time been abandoned. There were so many dead, dry trees lying across the trail that we thought it cruelty to the horses for us to stay upon their backs. We went ahead, climbing over the logs, and the horses scrambled after. These logs had been there for many years and were by no means rotten. Such windfall areas through old burns are frequent throughout the mountains.

There is considerable snow in the hills through the winter, but moisture in that form does not rot timber as quickly as summer rains. Rot is caused by fungi whose growth is favoured by moisture in warm weather. In winter the weather is cold and when spring comes the snow quickly disappears.

ORGANIZATION OF PROTECTIVE FORCE FOR ROCKY MOUNTAINS.

Since the territory has been placed under forest reserve management the protective work has been reorganized. Heretofore the rangers were employed only temporarily during danger periods. When the danger seemed to be over they were discharged and when danger reappeared they were re-engaged. Now the reserve is blocked off into large blocks having each a frontage towards the settlements of about thirty miles. A ranger is employed by the month upon each block and he is held responsible for its protection. During the danger periods he keeps constantly on patrol. When there is little danger he employs his time in clearing existing trails, making new trails, ploughing fire guards, marking and cutting out the boundary line of the reserve, and guarding the reserve against trespass.

The rangers selected for the Rocky Mountain forest reserve were selected on the qualification of being strong, sober, industrious men, used to logging operations. They can locate and estimate timber, scale timber, do a logging job, run a sawmill, build log houses, organize and manage a crew of fire fighters, and have education enough to report intelligently to the department.

At convenient points on the reserve, close to main trails, the rangers are instructed to build caches for fire fighting tools. These will be built of logs. The inside measurements will be 14 feet by 16 feet by 8 feet. The roof will be made of boards covered with sheeting and earth. The cache will have a good floor and door, and a small window with heavy board shutter. The cache equipment will be a cook stove with necessary utensils, a bed for the ranger, and the following tools for fighting fire:—

3 long handled square point shovels.

12 long handled round point shovels.
9 axes.
12 grubhoes.
6 galvanized pails.
6 brooms.

Where ploughed fire guards are to be made a heavy brush-breaking plough will be added to the above equipment.

Telephone connection is to be established between the caches and the settlements, so that when fire occurs assistance can be promptly obtained to put it under control.

DESTRUCTION OF YOUNG GROWTH ON FOREST RESERVES.

If a fire runs over a territory but does not destroy saw timber, the general public, and in some cases forest rangers, consider that no damage has been done, though large areas of young reproduction growth may have been destroyed. When one considers that it costs $12 an acre to plant a forest with young pine or spruce trees, and that the trees will at the time of planting be only a foot high, it becomes evident that fire, running over large areas well stocked with young trees of these species, causes great loss. To ascertain the loss per acre, one should figure the amount of $12 with compound interest at three per cent for the number of years that it has taken the trees to grow from a foot in height to their height at time of destruction. I state three per cent, as that is about the annual rate of interest yielded by the planted forests of Saxony, Germany.

There is a general impression that such a forest when destroyed will restore itself. It may, if there are a sufficient number of trees left to throw a plentiful supply of seed. Otherwise it will not be restored by natural seeding, and at best in pine and spruce forests, it is a very slow process. On the Monte Hills reserve in the railway belt of British Columbia young pine and spruce were destroyed on 853 acres, and on the Tranquille reserve in the same region 1,707 acres. On the Rocky Mountain forest reserve, as has been already stated, there were large areas of such young growth destroyed.

On the other reserves it was nearly all young poplar that was killed. In such case the loss it not so great. To have young poplar growth restored, the ground does not need to be planted, nor is it necessary to have seed scattered. Poplar restores itself by shoots from the root. It is seldom that a fire kills the roots of a poplar woods. In one year after a fire, young shoots as high as a man's head may cover the ground. Even if fire runs over the ground several years in succession the growth still continues to come.

Of young poplar not large enough for firewood there was destroyed in Manitoba reserves as follows: 6,560 acres on the Riding Mountains, 9,600 acres in the Porcupine Mountains, and 2,500 acres in the Turtle Mountains.

NUMBER OF FIRES AND THEIR CAUSE.

There are not complete data as to the number of fires that occurred on the eastern slope of the Rocky Mountains. On the other forest reserves the rangers extinguished in all 73:—On the Riding Mountain, 27; Duck Mountain, 12; Porcupine Mountain, 7; Turtle Mountain, 8; Spruce Woods, 10; Beaver Hills, 2; Cypress Hills, 2; Cooking Lake, 2; Monte Hills, 3.

The forest rangers report the following as the causes of forest fires: locomotives, 21; campers, 17; settlers, 11; travellers, 8; threshing engines, 3; unknown, 13.

Men received $2 a day for fighting fires. On the Riding Mountain reserve 65 men did in all 269 days work at $538.15; on the Duck Mountain 18 men did 100 days work at $200.95 and 4 teams, 5 days work at $20. (Note—$4 a day was paid for teams.) On the Turtle Mountain, 21 men did 34 days work at $68; on the Spruce Woods, 4 men did 4 days work without pay; and on the Monte Hills reserve, 1 man did 10 days work for $20. Where necessary, board was furnished to the fire-fighters by the department.

PROSECUTIONS.

Some settlers in the vicinity of the Moose Mountain reserve in Saskatchewan were in the spring of the year very careless of their fires in clearing land, and let them spread from their own land, endangering the forest reserve. For this carelessness the forest ranger prosecuted five men and obtained a conviction in each case. The total fines amounted to $60 and costs. Chief Forest Ranger W. A. Davis prosecuted 7 men for letting fires run in the neighbourhood of the Riding Mountain reserve and secured 5 convictions: each fine was $50 and costs.

BURNED GUARDS.

Along the boundaries of the reserves there are many sloughs covered with reeds, bushes and long grass. There are also higher grounds covered with a rank growth of hay and peavine. The forest rangers find that it is not a difficult matter to burn a guard through such a growth if it is done at the right time, that is, just as soon as the snow is off the fields, but before it is out of the woods. During the year just closed, 65 miles of such guards were made, 12 miles along the Riding Mountain, 40 miles along the Duck Mountain, 3 miles along the Beaver Hills and 10 miles along the Cooking Lake reserve. Such a guard has been found very beneficial in preventing fires from coming into the reserves from the prairie.

PLOUGHED GUARDS.

Ploughed guards to protect the reserves are being made wherever such measure is practicable. These are the best kind of guards when properly made. From experience the rangers have learned that they are best made a rod wide with two furrows two rods distant, running parallel with the guard and located on the side from which the fires usually come. To be effective the guard should be continuous. Spots too hard to plough on account of ground juniper, roots of trees or for any other reason should be spaded. Nineteen miles of ploughed guards were made on the Cypress Hills reserve, 8 miles on the Beaver Hills, 3 miles on the Riding Mountain and 6 miles of new guard on the Spruce Woods reserve. Besides this, a guard which had formerly been made 8 feet wide on the Spruce Woods reserve was ploughed 16 feet wide, and 25 miles, 8 feet wide wide. The cost was $379, which gives $7.82 as the cost per mile of guards, 16 feet wide.

FIRE ROADS.

During the year the rangers did excellent work in making roads along the boundaries of the reserves. The following table indicates the extent of this work:—

BOUNDARY ROADS MADE DURING THE YEAR ENDING MARCH 31, 1911.

Name of Reserve.	Miles in Length.	Width in Feet.	Cost.
			$ cts.
Riding Mountain	22	8	752 00
" "	15	10	642 75
" "	32	16	1,603.75
Duck Mountain	36	8	925.00
" "	12	16	737.50
Porcupine	24	6	200.00
Turtle Mountain	3	9	103.42
Total	144	Aver. 10·34	4,964.42

This gives an average cost of $34.47 per mile of road 10·34 feet wide. On the Riding Mountain and the Duck Mountain reserves the roads were cut through heavy timber. The trees were cut close to the ground and the logs, which were laid at the road side, were taken away on settlers' permits. The brush was gathered up and piled, and in the winter it was burned.

These roads are very serviceable to the rangers in moving about the reserves, in guarding them against fire, and in preventing trespass. They also allow the settlers easy means of getting out their timber.

Besides these boundary roads there were roads made in the interior of the reserves as follows:

In the Moose Mountain reserve the ranger made 6 miles of good road 20 feet wide on which there was 100 yards of grading done at a cost of $24, and 7 culverts built for $31.90. This will be a well travelled road and was made accordingly. The total cost was $248.25.

In the Turtle Mountains a similar road 6 miles long on which 5 culverts were built and 7 repaired, cost $291.75.

On the Beaver Hills reserve a road 15 miles long and 12 feet wide was brushed out at a cost of $37.50; on the Porcupine, 26 miles 10 feet wide at $196.86. A pack trail was also made in the Porcupine reserve, 28 miles long, and 4 feet wide at a cost of $72.

THE SAWMILLS.

In my report of 1910 I recommended that small portable sawmills should be permitted to operate upon the forest reserves; and last fall the department made an attempt to carry this recommendation into effect. Certain tracts on the Riding Mountain reserve, where it was thought desirable to have mills operate, were examined, mapped, and described, by J. R. Dickson. The following form of contract was approved and tenders were called for:—

APPLICATION FOR CONTRACT FOR CUTTING TIMBER IN FOREST RESERVE ON SETTLERS' PERMITS.

To the Minister of the Interior,
Ottawa.

SIR,—I hereby tender for the contract to lumber upon settlers' permits only, on the tract of forest reserve known and described as:

1. I agree to cut lumber to satisfy settlers' permits at the following cash prices:—

(*a*) If the logs are delivered by the settler at the sawmill, hereinafter referred to as the mill, to be located or placed by me as specified in the paragraph numbered '8' of this tender:—

Spruce, pine, tamarack and balsam.. .. ..$ per thousand feet.
Poplar.. .. ..$ "
Other species.. .. ..$ "

(*b*) If the settler requires me to get the logs from the woods:—

Spruce, pine, tamarack and balsam.. .. ..$ per thousand feet.
Poplar.. .. ..$ "
Other species.. .. ..$ "
Slabs.. .. ..$ "

2. In case I am required by any settler or settlers to get the logs from the woods to satisfy their respective permits, I agree to take only such trees as are designated by the forest officer in charge of the reserve wherein such trees are.

3. I agree to cut such trees, logs or timber into boards, scantling, plank, or square timber, as the settlers respectively require.

4. I agree to dress such quantity of the lumber so cut by me, as the settlers respectively require, at the following cash prices:—

Surfacing.. .. ..$ per thousand feet.
Matching.. .. .. "
Siding and shiplap.. .. .. "

5. I agree to take out of the woods, and pile in a convenient place near the mill, all tops of trees taken to satisfy settlers' permits which are not suitable for lumber but are suitable for fence posts, and to furnish them to the settlers upon their respective permits, at the rate of $ each.

6. I agree to cut no timber upon the said tract except to satisfy settlers' permits; that before I do his cutting I shall have received, in every case, from the settler his permit; that the permit shall be kept on file at my place of business for delivery to the forest officer in charge of the reserve in which such tract is situated upon that officer's request, and that immediately after his request for such permit has been made to me I shall deliver it to such officer.

7. I agree to cut the brush left in the woods so that it will lie flat on the ground, or to pile it in the woods, as the said forest officer directs.

8. I agree to locate the mill upon the site selected by the said forest officer, and to locate and construct the roads for logging and other purposes in connection with the milling operations, to the satisfaction of the said forest officer.

9. I agree to furnish the mill with boiler and engine of not less than twenty-five horse-power, and with proper equipment, including saw, gang-edger, trimmer, planer and matcher, and also that the carriage shall be well set, and all the machinery shall be kept in good repair.

10. I agree to avoid all unnecessary waste and destruction of timber, and to take and cut into lumber, from every tree, all portions suitable for such purpose, to the satisfaction of the forest officer.

11. I agree to cut the trees down with a saw and to leave no stumps more than eighteen inches high; and I also agree not to use any pine, spruce, tamarack or balsam for skids or head-blocks.

12. I agree to avoid all unnecessary damage to young growing trees or to trees to be left standing.

13. I agree, if called upon to do so, to make and plough, at my own expense, a fireguard fifteen feet wide completely around the mill, at a distance of not less than 1,000 feet; and not more than 1,500 feet from the smoke stack, the fireguard to be made under the direction of the said forest officer; no fires to be kindled for this purpose except under his immediate supervision.

14. I agree that before I commence operations in the woods I shall obtain from the land agent nearest to the tract in which such woods are situated, a permit for the timber which I shall require for the construction of the mill, stables and boarding camps, and I agree to pay for the same the regular settler's fees. I also agree that any timber, log size, used in the construction of the buildings shall be poplar only.

15. I agree to remove from the reserve, immediately after the completion of the contract based on this tender, all buildings which I shall have erected therein.

16. I agree that the forest officer may cause the work to be suspended, or that the Minister of the Interior may cause the said contract to be revoked, for violation of any of the foregoing conditions by me or my employees, and that I shall not have any claim for damages on account of such suspension or revocation.

17. I agree to make no assignment of this contract without permission in writing from the Minister of the Interior, or from one duly authorized in writing by him.

18. As a guarantee of the faithful performance of the conditions of this agreement I agree, upon being notified of the acceptance of this tender, to furnish forthwith a bond in the sum of one hundred dollars, which bond, in case of failure on my

part to fulfil each and every of the foregoing conditions and requirements, shall become the property of the Department of the Interior as liquidated damages, and not as penalty.

I understand, and it is the true intent and meaning of this tender that the words 'I agree,' wherever they appear therein, mean that I......................agree with the Minister of the Interior, and his successors, for myself, my executors, adminstrators and assigns.

20. Unless an extension of time is allowed by the Minister of the Interior, I agree that the contract based on the terms and conditions of this tender shall expire on the first day of April, nineteen hundred and...... and I further agree to cease all milling operations on or before that date.

It is further understood and agreed between me, the said .... and the said Minister of the Interior, that upon the endorsement by him or by his deputy or some other person thereunto duly authorized by him in writing, upon this tender, of its acceptance, such tender and every condition therein contained shall be and become forthwith, without the execution of any further contract, the contract to be observed and fulfilled by me in the matter to which this tender relates.

Dated at .... this .... day of .... 191 .

..................,
Signature.

Under the foregoing form of contract no mill was located on the reserve. The millmen refused to tender upon it for the following reason:—By the terms of the contract a millman placing his mill in the forest reserve is forbidden to cut any timber until he has received permits from the settlers. The settlers do not, as a rule, apply for permits before February. Consequently if a mill is placed in the reserve it must stand there idle till February. Even the logging cannot be done in advance of settlers' permits. Hence, there is no chance at all to do business at a profit.

A form of contract should be provided which will allow the millmen to know in advance how much timber they will be allowed to cut during the season. They would then be able to plan upon an economical basis. They could get the logs cut and placed on the skidways before the deep snow comes. With snow, they could get them promptly to the mill, and then the mill could run steadily till the lumber is cut out.

The department put into operation last year in Alberta a form of contract which, modified somewhat to suit local conditions would. I am convinced, be accepted by the millmen in the neighbourhood of any reserve. It reads as follows:—

APPLICATION FOR A PERMIT BERTH.

I, ... of .... desire to obtain a permit to cut timber on .... section ...., township ...., range ...., west of the .... meridian, under the provisions of the order in council of the 19th February, 1907, which timber will be manufactured at my sawmill now situated on section ...., township ...., range ...., west of the .... meridian.

Dated .... 19 .

.........................,
Signature.

....
Post Office address.

AFFIDAVIT.

I, ..., the person named in the above application for a timber permit berth, make oath and say:

1. That I am not the holder of any permit berth or licensed timber berth.

2. I agree to have my sawmill in actual operation satisfactory to the Department of the Interior within three months of date of the permit herein applied for.

3. I agree that the timber that may be cut under the authority of the permit herein applied for shall all be manufactured into lumber and other sawn products.

4. I agree that all such lumber and sawn products shall be disposed of for use in mines, and to settlers residing in the vicinity of the berth for use on their farms and that no portion thereof shall be disposed of to lumber merchants or dealers.

5. I agree to pay in advance of receiving the permit a rental at the rate of $100 per square mile, and 20 per cent of the royalty dues on the timber covered by the permit.

6. I agree to render to the Crown Timber Agent, having jurisdiction in the matter, sworn returns monthly or at such periods as the Minister of the Interior may direct, accounting for the number of pieces of round timber cut upon the berth and manufactured into lumber and other sawn products and the quantity sold and on hand, and to pay dues thereon at the rate of 50 cents per thousand feet, board measure on the quantity sold.

7. I agree to take from the said tract all dead merchantable timber suitable for sawing into lumber or other products; or for cordwood, mine timber, or mine props, to the satisfaction of the forest officer.

8. I agree to take from the said tract only such green trees as are designated by the forest officer in charge of that portion of the reserve in which the said tract is situated.

9. I agree to cut the brush left in the woods so that it will lie flat on the ground, or to pile it in the woods, as the said forest officer directs.

10. I agree to furnish the mill with boiler and engine of not less than twenty-five horse power, and with proper equipment, including saw, edger, trimmer, planer and matcher, and also to have and keep the carriage well set, and all the machinery in good repair.

11. I agree to avoid all unnecessary waste and destruction of timber, and to take and cut into lumber, from every tree, all portions suitable for such purposes, to the satisfaction of the forest officer.

12. I agree to cut the trees down with a saw and to leave no stumps more than eighteen inches high; and that any merchantable timber used for skids or head-blocks will be manufactured into marketable products before the conclusion of operations.

13. I agree to avoid all unnecessary damage to young growing trees or to trees to be left standing.

14. Unless released from such obligation by written approval of the forest officer, I agree to make and plough at my own expense, a fireguard fifteen feet wide completely around the mill, at a distance of not less than 1,000 feet and not more than 1,500 feet from the smokestack, and to clear the space within such fireguard of inflammable material, subject to the approval of the forest officer.

15. I agree to remove from the reserve, immediately upon the expiration of the permit, all buildings which I shall have erected therein.

16. I agree to make no assignment of this contract without permission in writing from the Minister of the Interior.

17. I agree that the forest officer may cause the work to be suspended, or that the Minister of the Interior may cause the said permit to be revoked, for violation of any of the foregoing conditions by me, or my employees, and that I shall not have any claim for damages on account of such suspension or revocation.

18. I understand, and it is the true intent and meaning of this application that the words 'I agree' wherever they may appear therein, mean that I agree with the Minister of the Interior and his successors, for myself, my executors, administrators and assigns.

19. Unless an extension of time is allowed by the Minister of the Interior, I agree that the permit based on the terms and conditions of the application shall expire on the first day of.......................nineteen hundred and.............. I further agree to cease all milling operations on or before that date.

20. It is further understood and agreed between me, the said.................. and the said Minister of the Interior, that upon the endorsement by him, or by his deputy or some other person thereunto duly authorized by him in writing, upon this application of its acceptance, such application and every condition therein contained shall be and become forthwith, without the execution of any further contract to be observed and fulfilled by me in the matter to which this application relates. Dated at..............................this........day of....................19 .

....

Signature.

Two mills, one in the Cypress Hills, and one in the Rocky Mountain forest reserve, are already operating under this form of contract.

LICENSE BERTHS.

In my report last year there was included a list of all timber removed from license berths on forest reserves. I am again adding the list this year, so that by comparison, it will appear what berths are not being operated. While operating a berth the licensee pays an annual ground rent of five dollars per square mile, except for lands situated to the west of Yale, in the province of British Columbia, in which case the yearly ground rent is five cents per acre. When license berths are not operated the department increases the ground rent, hence the necessity for such comparison.

LICENSE BERTHS IN MANITOBA.

Reserve.	No. of Berths	Area Sq. M.	Quantity Cut.	Royalty.
			Feet B.M.	$ cts.
Duck Mountain..................	14	122·79	6,607,099	3,157.20
Riding Mountain	5	65·00	2,198,733	718.32
Lake Manitoba west...............	1	8.00	....	....
Total	20	195·79	8,805,832	3,875.52

LICENSE BERTHS IN ALBERTA.

Reserve.	No. of Berths.	Area Sq. M.	Quantity Cut.	Royalty.
			Feet B.M.	$ cts.
Jasper Park...	6	56·89	90,390	122·35
Rocky Mountain Park.............	8	334·08	7,522,602	2,784.46
Total....	14	390·97	7,612,992	2,906.81

LICENSE BERTHS IN BRITISH COLUMBIA.

——	No. of Berths.	Area Sq. M.	Quantity Cut.	Royalty.
			Ft. B.M.	$ cts.
Yoho Park	9	28·44	929,486	462 75
Glacier Park	8	35·13	2,985,257	1,507 51
Long Lake	1	25·00	....	....
Donald	3	16·68	....	....
Total	21	105·25	3,914,743	1,970 26

SUMMARY OF LICENSE BERTHS.

Province.	No. of Berths.	Area Sq. M.	Quantity Cut.	Royalty.
			Ft. B.M.	$ cts.
Manitoba	20	195·79	8,805,832	3,875 52
Alberta	14	390·97	7,612,992	2,906 81
British Columbia	21	105·25	3,914,743	1,970 26
Total	55	692·01	20,333,567	8,752 59

SAWMILL PERMITS.

Permits to owners of mills to cut timber over a definitely described tract of land not exceeding one square mile in extent are granted on the reserves of Alberta on payment of a fee at the rate of $100 per square mile for each permit, a permit being good for only one year from date of issue and renewable only once. The royalty dues are 50 cents per thousand feet on the timber cut, one-twentieth of which is payable when the permit is issued, and there is no ground rent. The permit gives exclusive right to the timber on the tract. The following is a list of sawmill permit berths:—

SAWMILL PERMITS.

Reserve.	No. of Permits.	Area Sq. M.	Logs.	Mine Props.	Lumber.	Royalty paid.
			Lin. ft.	Lin. ft.	Ft. B.M.	$ cts.
Rocky Mountain	505	7/8	8,706	....	241,865	8 75
"	529	1	16,060	1,902	289,025	172 84
Cypress Hills	531	1/4	985	....	45,000	47 50
Total	1,565	2 1/8	25,751	1,902	551,332	229 09

SETTLERS' PERMITS.

When a settler wishes to get timber from a forest reserve, he obtains a requisition from a forest ranger. To convenience the settlers, notices are posted in post offices and other public places stating that the ranger is to be at a given place at a given time. This arrangement is quite convenient for settlers. It has its defects, however. During the spring months, especially in January, February and March, the rangers find themselves so much occupied in taking requisitions that they have no time for work in the woods, and so after the permits are issued the cutting in the woods goes on without supervision. Moreover, trespassers learning from the posted notices the movements of the rangers, are able to trespass without detection. If it could be arranged that postmasters could take requisitions under advice from the rangers, the latter would be left free to see that the cutting proceeds according to the regulations. The following table shows the amount of requisition business the rangers have had during the year just closed:—

SETTLERS' PERMITS ISSUED BY MANITOBA AGENCIES.

Reserve.	No. of permits.	Lumber.	Logs.	Cord-wood.	Fence posts.	Fence rails.	Roof poles.	Receipts.
Dauphin Agency.		Ft. B.M.	Lineal ft.	Cords.	No.	No.	No.	$ cts.
Riding Mountain.....	281	2,213,663	10,466	3,594	25,030	9,600	4,700	3,774 36
Duck Mountain..	80	781,716	18,080	389	7,720	4,000	2,700	850 39
Manitoba West........	4	....	10,260	145	2,900	2,000	400	17 75
Porcupine.......... .	....	....	....	....	....	....	....	....
Total..........	365	3,200,912	38,806	4,128	35,650	15,600	7,800	4,642 50
Brandon Agency.								
Riding Mountain.. ..	11	55,000	....	110	....	....	....	162 75
Turtle Mountain	42	....	....	488	....	....	200	21 50
Spruce Woods	6	....	1,000	55	....	....	....	1 50
Moose Mountain	2	....	....	30	....	....	....	50
Total....	61	55,000	1,000	683	......	....	....	186 25
Summary for Manitoba	426	3,255,912	39,806	4,311	35,650	15,600	8,000	4,642 50

SETTLERS' PERMITS ISSUED BY SASKATCHEWAN AGENCIES.

Reserve.	No. of permits.	Lumber.	Logs.	Cord-wood.	Fence posts.	Fence rails.	Roof poles.	Receipts.
Regina Agency.		Ft. B.M.	Lineal ft.	Cords.	No.	No.	No.	$ cts.
Moose Mountain	32	....	3,000	364	1,200	....	....	27 00
Estevan Agency.								
Moose Mountain	....	....	....	....	....	....	....	....
Prince Albert Agency.								
Porcupine No. 2.......	....	....	....	....	....	....	....	....
The Pines.............	101	43,991	34,916	2,653	5,595	20,025	4,300	566 00
* *Yorkton Agency.*								
Beaver Hills.....	....	....	....	....	....	....	....	.. . .
Summary for Saskatchewan........	133	43,991	37,916	3,017	6,795	20,025	4,300	593 00

* No data furnished.

SETTLERS' PERMITS ISSUED BY ALBERTA AGENCIES.

Reserve.	No. of permits.	Lumber.	Logs.	Cord-wood.	Fence posts.	Fence rails.	Roof poles.	Receipts.
		Bd. ft.	Lineal ft.	Cords.	No.	No.	No.	$ cts.
Rocky Mountain......	144	6,000	39,000	9,357	....	....	7,000	1,475 75
Cypress Hills.........	....	... .	....	......	....	....	....	....
Cooking Lake.........	11	16,528	7,520	40	2,680	4,000	1,200	12 75
Summary for Alberta	155	22,528	46,520	9,397	2,680	4,000	8,200	1,488 50

GENERAL SUMMARY OF TIMBER CUT ON SETTLERS' PERMITS.

Reserves.	No. of permits.	Lumber.	Logs.	Cordwood	Fence Posts.	Fence Rails.	Roof Poles.	Receipts.
		Bd. Ft.	Lineal Ft.	Cds.	No.	No.	No.	$ cts.
Manitoba..........	426	3,255,912	39,806	4,811	35,650	15,600	7,800	4,642 50
Saskatchewan.....	133	43,991	37,916	3,017	6,795	20,025	4,300	593 00
Alberta	155	22,528	45,520	9,397	2,680	4,000	8,200	1,488 00
* British Columbia.	....	... .	.. ..	....	....	....	... .	....
Total	714	3,322,431	124,242	17,225	45,125	39,625	20,300	6,723 50

* No Data from Agencies.

TOTAL OUTPUT OF TIMBER FROM DOMINION FOREST RESERVES.

——	Number	Lumber.	Logs.	Cordwood	Fence Posts.	Fence Rails.	Roof Poles.	Receipts.
		Ft. B.M.	Lineal Ft.	Cds.	No.	No.	No.	$ cts.
License berths.....	55	20,333,567	....	....	.. ..	....	....	....
Permit berths.....	14	... .	....	1,991	....	....	.. ..	....
Sawmill permits...	....	553,234	27,653	. ....	....	....	....	....
Settlers' permits...	714	3,322,431	124,242	17,225	45,125	39,625	20,300	6,723 50
Total..	783	24,209,232	151,896	19,216	45,125	39,625	20,300	6,723 50

During the year the rangers were vigorous in guarding the reserves against trespass. The chief trespassers are settlers and owners of small mills who try to get timber without permit and escape the dues, which are $1.50 for poplar and $3 for other species per thousand feet board measure. When timber is taken without permit, double dues are charged. This deters the average settler who wishes to use the timber on his own place, but does not deter settlers or millmen who take timber in trespass for commercial purposes. For instance, in some localities spruce logs sell from private lands at $10 per thousand feet while timber taken in trespass from the reserves in the same localities bears only $6. In such cases a fine of $6 a thousand feet should be imposed and the timber should be confiscated. The following table indicates the number of seizures made during the year, and states the quantities and kinds of timber seized, with receipts therefrom:—

TIMBER SEIZED.

Reserve.	Number of Seizures.	Lumber.	Logs.	Cordwood	Fence Poles.	Fence Rails.	Roof Poles.	Dues.
		Ft. B.M.	Lineal Ft.	Cds.	No.	No.	No.	$ cts.
Riding Mountain..	17	60,934	1,702	114	900	....	36	739.60
Duck Mountain....	1	402,000	....	....	....	....	....	2,442.00
Manitoba West....	1	1,075	....	....	....	....	....	6.45
The Pines.......	2	....	....	70	....	....	....	72.50
Cooking Lake.....	1	....	560	....	....	....	....	11.20
Total.......	21	464,009	2,262	184	900	....	36	3,271.75

The work begun in 1908 and carried on in 1909, of marking the reserve boundaries with triangular iron stakes painted red, was continued in 1910. These are placed one mile apart. During the year, 166 stakes were set. These are very serviceable in reducing trespass.

HAY PERMITS.

Applications for permits for hay are received at any time after the first day of January and permits are granted at any time after the first day of April. It would seem as if applications should not be received until there is indication as to how much hay any area applied for is likely to produce. The first of May is early enough for all practical purposes to receive applications, and the first of June for the issue of permits.

Any actual settler residing in the vicinity of a forest reserve is granted hay for his own use up to forty tons on paying therefor at the rate of 10 cents a ton. Permits are granted to cut hay for barter or sale, or for any quantity over forty tons at the rate of 50 cents a ton.

In case two or more applications are received on or before the first day of April to cut hay on one parcel of land the officer in charge of the forest reserve has authority to arrange a division among the applicants. In case he cannot arrange a division of land to suit the several applicants he calls for tenders for the whole tract, and a permit is issued to the person offering the highest cash bonus over the regular rates. It would seem to be more practical to require an applicant to tender for only the quantity of hay he needs, the highest bidder having first allotment according to the estimated quantity of hay on the whole tract. With present procedure the highest bidder has opportunity to withhold hay that he does not need from other applicants.

The following table shows the number of permits issued for hay, the number of tons cut, and the revenue derived:—

HAY PERMITS ISSUED.

Reserve.	No. of Permits.	Tons Cut.	Revenue Derived.
			$ cts.
Dauphin Agency.			
Riding Mountain	64	1,194	145 10
Duck Mountain	2	14	2 40
Manitoba West	2	22	3 20
Brandon Agency.			
Turtle Mountain	33	565	73 00
Spruce Woods	16	357	54 50
Regina Agency.			
Moose Mountain	20	527	62 70
Prince Albert Agency.			
The Pines	12	117	16 90
Prince Albert	2	7	1 70
Edmonton Agency.			
Cooking Lake	17	7,015	270 00
Medicine Hat Agency.			
Cypress Hills	188	7,400	888 00
Calgary Agency.			
Rocky Mountain	22	1,680	201 60
Total	378	18,898	1,719 10

GRAZING.

During the year the department has begun the matter of regulating grazing on the forest reserves. On Turtle Mountain reserve a large tract, consisting of ten sections of township 1, range 22, and all of township 1, range 21, west of the principal meridian, is being fenced, the posts being already on the ground. The fence will have a length of 5,361 rods. Settlers will be allowed to graze cattle and horses within the enclosure at a charge of 25 cents a month.

Large grazing problems present themselves on the Rocky Mountain forest reserve. Here fencing would probably be impracticable; but it seems to me that a small fee should be charged for stock permitted to graze on the reserve. Probably the following charges would be fair:—25 cents per head for cattle and horses for the summer grazing season, and 50 cents per head for the entire year; 6 cents per head for sheep for the summer grazing season, and 12 cents for the entire year. Only stock over 6 months old should be counted. Grazing areas should be set aside for sheep, and these should be located on the higher altitudes which are not much frequented by cattle and horses. Persons who allow stock to drift and graze upon the forest reserves should be considered as trespassers.

The number of head to be admitted to any area and the length of grazing period should be fixed by the forest officers.

Applicants for grazing permits should have preference as follows:—

1. Small nearby owners whose stock regularly graze upon the forest reserve and who are dependent upon its use.

2. Larger nearby owners. These should be limited to a number which will not exclude more distant owners whose stock regularly graze, or are wintered on the reserve.

3. Owners of transient stock, that is, stock that has not been regularly grazed upon the reserve.

Milch or work animals owned by bona fide settlers to the number of 10 head should be allowed to graze without permit, and free of charge, as should also the few animals used by prospectors, campers and travellers.

REFORESTING.

During the summer of 1910, the forest rangers collected 42 bushels of spruce cones, 44 bushels of jackpine, 100 bushels of bullpine, 100 bushels of lodgepole pine, and 4 bushels of Douglas fir. These were sent to Indian Head, where during the winter the seed was extracted, some to be used in the nursery at that place, the rest to be used on the forest reserves. The year was not a seed year for spruce, the crop being almost a total failure. Out of the total number of cones of this species collected, only two pounds of seed were obtained.

Four seed beds were made on the Spruce Woods reserve and sewn with conifer seeds, and one with the seed of the green ash. The ash did well but owing to the seed having been taken by chipmunks the beds sown with seed of evergreens were a total failure. Two beds made on the Moose Mountain reserve, one of spruce and one of pine are this spring looking fine. Mrs. W. D. Reesor, of Graburn, Alberta, whose husband runs a large ranch on the Cypress Hills, made last summer two beds of jackpine, spruce and lodgepole pine. I examined those beds last fall. One was a decided success, the other had rather a scattered growth. The forest ranger, Mr. W. X. Wright, informs me that the seedlings are all alive this spring.

The forest rangers have made a praiseworthy attempt to do nursery work but they are too busily engaged otherwise to make a success of it. Besides, it requires technical knowledge and is therefore work for a forester.

The department has started a tree nursery on the Cooking Lake reserve in Alberta on a scale sufficiently large to employ the entire time of the forester who has been placed in charge, Mr. C. F. Brandt, who has had training and experience in such work in Thuringia, Germany.

This reserve lies 25 miles due east of Edmonton. It has large areas which are entirely denuded. The soil is a good sandy loam for evergreens. The district has an annual precipitation of 17·48 inches. As this region is covered with poplar bluffs the wind is much broken. The conditions are, therefore, considered favourable for reforestation. Frost is the chief thing to be feared.

The nursery site is on the shore of a beautiful lake and is well sheltered by a wood of tall poplar timber. During the coming summer twenty seed beds will be made and planted with white spruce, Norway spruce, jackpine, lodgepole pine, bullpine, tamarack and green ash.

FOREST SURVEYS.

During the summer of 1910 two forest survey parties operated on the eastern slope of the Rocky Mountains, running a line of survey intended to separate the farm land and ranch land on the east from the forest land on the west. This line has been submitted to the Minister of the Interior as a suitable eastern boundary for the Rocky Mountain forest reserve and with some slight alterations has his approval.

The leaders, G. H. Edgecombe and P. Z. Caverhill were assisted by seven students from the forestry schools of Toronto and Fredericton and two from western Canada College at Calgary. These students all did excellent work.

J. R. Dickson examined a large tract known as the Eagle Hills district in Saskatchewan with a view to having it set aside as a forest reserve. As the forest on the tract, if it can be called a forest, being rather a poor growth of poplar, is largely held by private parties, it was concluded that the tract was not suitable for such purpose.

GAME ON FOREST RESERVES.

The forest rangers are required by the department to report the number of game animals observed by them on the forest reserves. The following table is a summary of their reports:—

TABLE OF LARGE GAME.

Reserve.	Moose.	Elk.	Deer.	Bear.	Timber Wolves
Riding Mountain	265	203	51	1	0
Duck Mountain	50	60	8	1	1
Porcupine	10	10	2	5	6
Spruce Woods	1	0	0	1	0
Turtle Mountain	0	0	1	0	0
Beaver Hills	0	1	1	0	0
Cypress Hills	0	0	20	0	0
Moose Mountain	0	1	1	0	0
Cooking Lake	0	30	50	0	0
Monte Hills	0	0	2	0	0
Total reported	325	305	136	8	7

Besides the large game mentioned in the table the rangers observed numerous small game. Beaver are not numerous but are observed in the Riding Mountain, Duck Mountain and Porcupine reserves.

Prairie chicken are very numerous on all the reserves. Partridge are also in evidence but cannot be said to be numerous. Duck fly up from the lakes like swarms of bees from their hives. Geese are reported as being very plentiful on the Riding Mountain and Beaver Hills reserves.

It will be observed that the game reported from the Saskatchewan reserves are few. The reserves there are not large and they are only four in number. Game animals were formerly abundant upon them but they were hunted so hard that they were very likely to become extinct. The department set aside the Moose Mountain as a game reserve and the Saskatchewan government in 1910 prohibited the taking of game on any of the forest reserves. It is therefore hoped that the reports of the rangers as the years go by will show a gradual increase in the number of game.

SUMMER RESORTS.

During the year a summer resort of 115 lots was laid off on the shore of Fish lake in the Moose Mountain reserve, and one of 43 lots on Arbor island in Lake Max in the Turtle Mountains.

FORESTRY LECTURES.

For three years the inspector of forest reserves has devoted some time each year to lecturing upon forestry subjects in the towns and cities of Canada. During the year just closed two lectures were presented, one entitled 'The Forests of Canada' and the other 'The Forests of Europe.' Each lecture was illustrated with one hundred lantern slides, coloured as nearly true to life as it was possible to have them made.

The following places were visited:—

Lachute, 1 lecture; Ottawa, 2; Brockville, 1; Toronto, 2; Stratford, 1; London, 1; Strathroy, 1; Norwich, 1; Lindsay, 1; Barrie, 1; Collingwood, 1; Huntsville, 1;

North Bay, 1; Fort William, 1; Winnipeg, 2; Brandon, 2; Souris, 1; Carlyle, 1; Arcola, 1; Melville, 1; Saskatoon, 2; Battleford, 1; Calgary, 3; High River, 1; Macleod, 1; Taber, 1; Vancouver, 3.

The lectures were presented before boards of trade, Canadian clubs, horticultural societies, agricultural associations, colleges and churches. In the prairie provinces about fifteen minutes time was given at each meeting to a discussion of tree planting on city streets. At nearly every place visited the audience room was crowded with people interested to learn about the forestry work being done by the forestry branch.

RANGERS' MEETINGS.

At the close of each fiscal year for three years a convention of forest rangers has been held to discuss the work of the past year and to plan for the ensuing year. This spring, the meeting was held at Saskatoon, and the work of the convention occupied two days. All the rangers of Manitoba and Saskatchewan were present. On each evening, the inspector of forest reserves lectured, on the first evening in the Opera House and on the second in St. John's Hall, where the convention was held. These audience rooms were placed at the disposal of the rangers free of charge by the Board of Trade.

The following resolutions passed at the meeting to be submitted to the superintendent of forestry, will give an idea of the nature of the discussions:—

Resolutions.

1. Certain postmasters designated by the forest rangers should be given authority to take requisitions for timber permits.
2. No lumber permit should issue between March 15 and May 15.
3. Timber taken from the reserve in trespass should bear double dues. If taken for commercial purposes the timber should also be confiscated.
4. Hay permits should issue upon the reserves upon application made through forest rangers only or upon their approval.
5. Applications for hay permits should be received by the land agent on or after the first day of May in each year, and permits should be issued on or after the first day of June in each year.
6. In cases requiring that tenders should be received for hay, the tenders should be made for not more than the quantity of hay stated in the application.
7. Certain settlers living near the reserve should be appointed as fire wardens, whose duty it should be when fire occurs to notify the forest ranger and get out men enough to put the fire under control. For this service, the warden should receive $2.50 per day only for the time during which he is employed in extinguishing the fire, ordinary men to receive $2 a day.

Respectfully submitted,

A. KNECHTEL,

Inspector of Forest Reserves.

No. 4.

REPORT OF J. R. DICKSON.

Department of the Interior, Forestry Branch,
Dauphin, Manitoba, April 1, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—I beg to submit the following report of my work during the departmental year beginning April 1, 1910:—

Acting under the inspector's instructions I was engaged during April in locating and examining several tracts in the Riding Mountain reserve, suitable for small sawmill sites. Separate reports on these, with maps and recommendations, were duly rendered. Ranger A. McLeod assisted me with the first four areas, situated on the eastern slope of the mountain, and Ranger W. Middleton with the last one, just north of Lake Audy, township 20, range 20.

The local situation is this: the supply of desirable spruce timber in this reserve within easy reach of the surrounding settlers having now been largely exhausted, the necessity arises of utilizing the more interior stands. The green logs cannot be teamed with economy more than six miles, so that it would seem advisable, under careful logging rules and such other regulations as are found necessary to guard the forest, to admit a number of small mills. In my opinion the present fixed area method of controlling the work of these mills might advantageously be changed. The timber is not in large quantities but in small scattered bluffs, and the present hard and fast square mile rule is not elastic enough to be practicable. Dependence should be placed rather upon volume control than upon area. All interests concerned have nothing to lose and much to gain by this simple change.

Given proper supervision, I see no reason why the entry of small mills should not benefit both the settler and the forest. To the settler it opens up a further supply of cheap lumber by making it possible to draw upon the now inaccessible material the removal of which is highly desirable. Constant and effective supervision of all the logging operations will also be possible, which is the first important step in forest management and improvement.

In April, also, I attended the annual ranger convention at Brandon, where a number of the more pressing local problems were considered and discussed. Such meetings are most helpful and valuable to all concerned.

HUDSON BAY RAILWAY SURVEY.

On May 1, you instructed me to meet the inspector at Winnipeg and complete arrangements for taking charge of an exploration party along the proposed Hudson bay route, north of The Pas in Keewatin.

On May 15, I left for The Pas with Messrs. D. R. Cameron, J. A. Doucet and J. L. Bremner as assistants. There I secured four Indian canoe-men and a cook, and upon the arrival of our supplies left on May 26 for Moose lake and the north. On Metishto portage two of my men fell sick and were forced to return. This shortage of men, together with delays caused by storms on Moose lake, and by the Nine-mile portage, lost us considerable time.

For the first month, that is, until Setting lake was reached we passed through a muskeg country. Except for a varying percentage of rock outcrop, usually in the form of low ridges covered by stunted jackpine, this great muskeg extends northeast along the whole course of the Metishto river and appears, in fact, to blanket almost the entire watershed in this region, between the Saskatchewan and Grass river systems.

From Setting lake to Cross lake by way of Paint, Wintering, Landing and Sipiwesk lakes, we traversed some two thousand square miles of the so-called clay belt, which contains upon the whole from fifty to seventy-five per cent of arable land, and probably will have a good agricultural future.

OBJECTS SOUGHT.

In accordance with instructions received, the central object of the party was to made a rapid reconnaissance survey of the country adjacent to the proposed route of the Hudson Bay railway, between The Pas and Split lake, the work of such a survey being in this case to locate, estimate and map in the areas of commercially valuable timber that could be made use of in the work of constructing the railway. Any such timber within eight miles of the line was classed as available, and beyond this distance, wherever waterways gave access, timber under eight inches in diameter at breast height was considered not merchantable, as being too small for industrial use. All areas not timbered commercially, that is, carrying only young growth of no marketable value, were passed over with a general description of the existing growth as to species, size and quality. Areas of greater or less agricultural value were mapped in when possible, and a study made of their local flora, natural products, and probably cropping possibilities.

A second object, considered almost as important as the above, was that of fire ranging and patrol work. A constant lookout for forest fires was maintained, and the various travellers met with were urged to acquire the habit of extinguishing their camp fires. In addition, durable fire notices, written in English, Cree and Chipewyan, were posted at trading posts, portages and camping places along our route.

METHODS.

All along the chain of watercourses and lakes which we followed, inspection lines by compass were run back into the adjoining country at three to six-mile intervals, and tied in to the railroad survey to locate them upon our map. The men inspecting the strips worked singly, and were able to travel from four to eight miles from the line and return each day. Field glasses were carried, and by climbing tall trees at advantageous points it was possible to examine in a sufficiently thorough way the surface of the country and nature of the tree growth. That region is specially favourable for rapid and accurate and descriptive work, being so uniform in character. The men while on field work also took notes on the forest types, drainage, soil conditions and reproduction.

GENERAL DESCRIPTION OF THE COUNTRY.

Topography—Drainage.—The surface of the country is undulating to nearly level, almost monotonously so. However, away from the railway line in places there are areas of rough rolling granite. Wherever exposed, the bedrock has been rounded, polished, worn down nearly to a general level by prolonged weathering, and the subsequent erosion of the ice age. The divides between watercourses are low and poorly defined. The general exposure north of Moose lake is toward the northeast. This slope is very slight, only twenty inches per running mile. Furthermore, this fall is not uniform; one half occurs in the form of three rocky escarpments, each of which produces cataracts on rivers flowing into the Hudson bay. The above facts clearly explain the presence of the vast muskegs and sluggish drainage which obtain in that country. The whole region is intersected by a network of lakes and streams, large and small, at least ten per cent of the gross surface of the country being water.

ROCKS AND SOILS.

The bedrock for one hundred miles northeast of The Pas is limestone, largely dolomite, and it frequently obtrudes through the muskegs or shallow soil which blankets it. These outcrops form low, narrow, flattened ridges, rising just above the general level of the muskegs and nearly always running northeast and southwest.

In the area of gneiss and granite farther north, the whole future, so far as agriculture or forestry is concerned, depends upon the general depth of the boulder clay. From the mere fact that it is a 'drift' deposit, this depth constantly varies. There are large areas of almost pure rock outcrop and muskeg of little value, even for timber production, but in general the soil, which is almost uniformly a very tenacious boulder clay, but nearly free of boulders, averages from four to twelve feet in depth; deep enough, therefore, for cultivation.

It must be understood that no hard and fast boundary lines can be laid down as showing the confines of this clay belt. The change is often so gradual, and so many as yet unknown factors enter, such as soil depth and the chance of drainage, that any estimate of the bounds, area and average arable content of this belt could, with our present very limited knowledge, be given only in general terms.

NATURAL RESOURCES.

Minerals.—According to our observations the region we covered is not well supplied with economic minerals. The dolomite limestone north of The Pas would doubtless furnish a good quality of building stone for use on the prairies. Farther north is the Laurentian country of granite, gneiss and schists. Here traces of copper and iron ore were seen at two points, and possibly further prospecting might discover valuable deposits.

Fisheries.—The deeper lakes all abound in white fish of the finest size and quality. Sturgeon also are abundant in Split and Sipiwesk lakes, while pickerel, pike and suckers are caught everywhere. Only the railway is needed to furnish a market for this industry.

Game and Furs.—Beaver are scarce, but the other fur bearers are still fairly numerous. Wolves, moose and caribou are plentiful. More stringent game laws will shortly be needed when the country is opened up to white hunters. Under proper regulation this region should furnish a large permanent revenue from hunting and trapping.

Timber.—In the region we traversed only five species, viz., spruce, poplar, tamarack, birch and jackpine, are of any possible commercial value, and of these only the spruce is large enough for sawmill purposes or railway ties. Poplar, birch and pine are too short, spindly, limby and crooked for any use, save fuel or pulpwood, and the tamarack has been killed by insect attack. We found only a remnant of green tamarack large enough for ties on an island in Sipiwesk lake. Black spruce is the predominating species in all that region, but only on occasional well drained spots does it exceed four to eight inches in diameter. The jackpine is similarly useless for tie material.

The white spruce, therefore, is the only species large enough to furnish construction timber, saw logs or ties, and the supply is very limited. In the first place this species occurs only along well drained river and lake margins, and in the second the fires of the past hundred years have destroyed nearly all the old stand.

To sum up, less than half of one per cent of the area we surveyed now carries merchantable timber, a fringe along parts of the lower Metishto and upper Minago rivers, and on a few islands and points in the larger lakes. There is probably enough timber available to build the rough construction work of the Hudson bay railroad. During the summer we found, all told, on Crown land, some 360,000 ties and 9,500,000 feet lumber B.M.

Pulpwood.—Just at present the timber is too young and small upon the whole to be cut at a profit for pulpwood, but in the absence of fires for twenty years the now eighty-year old stands of four to eight inch timber can be profitably cut for this purpose, and it is probable that within the next quarter of a century one or more mills will be established along the Nelson river.

Fuel.—From the mere size of the country and density of the oncoming stands of young timber, the supply of firewood is enormous. Being so remote from settlement, however, it has no present commercial value.

Piles.—As a result of past destruction by the saw fly and bark beetles, almost no green tamarack large enough for piling now remains in the whole region. Unless by importation, the only local choice left is between dead tamarack and the largest black spruce.

Young Growth.—As a general rule, to which, however, there are endless local exceptions and variations, the young growth is approximately either forty or eighty years of age, the former being now one to four inches in diameter, and the latter four to eight inches, but none yet large enough for ties. Scattered trees from older stands occur in this second growth, but not in sufficient number to repay the cost of lumbering. In general, because of the dense stands and poor drainage, the growth rate is very slow. It varies directly with the drainage conditions.

Forest Enemies.—Fire, insects and wind in the north country are all very destructive agents, and all inter-related. The fire loss and danger are appalling. Within the past century, two great general fires along with numerous intermediate ones have reached every part of the region we traversed. These great periodic fires accompany each cycle of dry seasons. Where the soil is thin the fire is disastrous, the root-zone being destroyed.

The bark beetles have not only completed the destruction of the large tamarack, but are everywhere at work to-day killing off the scattered patches of mature spruce which have escaped past fires. These beetles work in colonies, destroying the trees, and the moment they create an opening in the close growing stand, each following wind storm enlarges it. Then a fire inevitably follows and the destruction is complete.

Climate and Natural Products.—The climate and the soil conditions are the two basic factors which largely determine the agricultural possibilities of a region, and a study of the existing flora answers many questions as to the climate and soil. On well drained spots as far north as Split lake, the flora is almost identical with that in the Riding mountains of Manitoba. Yet, the country just south and east of Split lake is four hundred miles due north of the Riding mountain reserve. These localities, therefore, must lie under the same summer isotherm, or nearly so, and the total heat received during the growing season will be nearly the same in each district.

Two other factors which hasten vegetation in this northern clay belt are first the low elevation, only 500 to 700 feet above the sea, and secondly, the large proportion of sunlight during the growing season, because of the very long day. No doubt, also, the large relative area of water surface has an important influence in preventing late spring and early fall frosts. At Cross lake post in the summer of 1910, no damaging frost occurred during a period of ninety days. To me the climate seemed most favourable for farming operations; showers fell every week and the growth to maturity of the native vegetation was amazingly rapid.

Barley and oats mature there in fifty days, and this rule of early maturity is general, applying also to fruits, roots and vegetables; so that there would appear to be little difficulty from a climatic standpoint in growing all the hardier products of the temperate zone. The average temperature of the growing season is about 60° F. The size, yield and quality of the many species of wild fruits enjoyed during the last week of July in the vicinity of Split lake were remarkable. Vegetables flourish. At Crosslake post we ate potatoes weighing 1½ lbs. each, dug on the last day of August.

As the timber is cleared off and the land broken up the growing season will become longer and more dependable and the insect pest will abate or disappear. The winters are enjoyable and the proximity to Hudson bay should mean a good market and cheap supplies. A colony of pioneer settlers from northern Europe should, if possible, be induced to locate in this clay belt upon completion of the Hudson Bay road.

The soil is similar to that around Cochrane, New Ontario, which is yielding large returns under right treatment. Better drainage is the first and great requisite. However secured, aeration is necessary to change the present cold, sour, impervious soil to a warm, porous, friable one of the right texture, full of bacterial life, available plant food and resulting fertility.

THE FIRE PROTECTION PROBLEM.

The Indians, the constant winds, the severe electrical storms, the enormous area of the region, the lack of any means of rapid communication, and the highly inflammable nature of the dense stands of small coniferous timber which prevail, combine to make the problem a very difficult one.

Summer travel through the region is practically all confined to the several main canoe routes, and it may be assumed that all the local forest fires caused by the agency of man start from unextinguished camp fires along these water highways. Against lightning, of course, no protection is possible, nor can the country remote from the waterways be patrolled. Probably all that can be done at present is to organize a more or less complete patrol of the main travelled canoe and transport routes. The construction and operation of the railway to Hudson bay will add a new element of danger from which the forest should be adequately safeguarded.

SURVEY IN EAGLE AND BEAR HILLS, SASKATCHEWAN.

Acting under the inspector's instructions I went next, in early October, to study and report on existing conditions in the Eagle and Bear hills, which lie some fifty miles west of Saskatoon; and, further, in case conditions pointed to the need of it, to project a tentative boundary for one or more forest reserves in that district. This survey, together with some office work at Dauphin, occupied the month of October, and reports, maps and recommendations covering same were then forwarded to the inspector at Brandon.

EAGLE HILLS CONDITIONS.

This range is located in townships 35 and 40, inclusive, of range 13, west of the third meridian, with a fringe in the adjoining ranges; these hills are rough, rolling and vary between 1,800 and 2,400 feet above sea level. There is no bedrock within two hundred feet, but fifty to sixty per cent of the surface is more or less thickly sown with granite boulders, which fact practically forbids cultivation. The soil is in general a light, sandy loam over a gravelly loam subsoil. Being a glacial deposit, however, it varies in places almost to a stiff boulder clay.

Timber.—Twenty-six years ago there was not less than one hundred and fifty square miles of thrifty half-grown poplar in the north end of these hills; to-day only a badly culled remnant of some two square miles remains. Two great general fires, in addition to many smaller ones, destroyed the rest.

Over these brulés a many-aged forest of young poplar has sprung up, as conditioned by the fires, but none of it is even of fuel value yet. This scrubby growth, mixed with willow, now covers about one hundred and ten square miles of area outside the Indian reserves. All told, there is perhaps 25,000 cords of fuel wood, which is the sole source of local supply for fifty to one hundred miles in any direction.

Within easy reach and dependent upon it are the famous Tramping lake and Cut-knife districts, now rapidly being settled; likewise dependent is that well settled prairie along the main line of the Canadian Northern railway from Warman to Battleford, and also the vast plains west and southwest of Saskatoon, in round numbers ten thousand square miles of country, which looks and must look to the Eagle Hills for timber.

Game.—If this area of woodland were protected from fire and extended over the entire hills it would form an urgently needed game haven. The fires of recent years have driven out the elk, but numbers of mule deer and some antelope still find shelter in the scrub. This is the only band of deer in all that part of Saskatchewan, and only the immediate creation of a reserve will save them from extinction. Moreover, I found chicken and grouse abundant, and the many small lakes literally covered with ducks and geese.

Alienations.—A sprinkling of homesteaders have come in within the past two years, most of them during 1910, but practically no land has yet been broken nor permanent improvements effected.

Climate and Water Supply.—The beneficial effect of this belt of scrub on the local climate and water supply is remarkable; in fact, in itself is a sufficient argument for a permanent forest reserve on these hills. The claim of local settlers that 'the rain follows the scrub' was well borne out this dry year (1910), by their large yields as compared with the crop failure seen fifty miles south. Then, also as a summer resort where picnic parties could escape from the heat and monotony of the plains and refresh themselves in the cool enjoyment of the forest, such a reserve would do much to make life more pleasant and attractive in all the country round. Finally, every resident spoken to was strongly in favour of creating such a reserve and urged that the matter be undertaken at once.

Recommendations.—I located a boundary for two forest reserves on these Eagle hills, of 284 and 40 square miles respectively, and strongly recommended that they be forthwith set aside, rangers appointed, effective fireguards ploughed where necessary, and the remaining timber used without waste, under careful supervision.

The Bear Hills.—In the Bear hills, a bleak, boulder-strewn range, just south of the Eagle hills, conditions are quite similar. On some twenty-five square miles there is a scrubby growth of willow and poplar, all under two inches diameter, but the rest of these hills are bare. Here provisional boundaries were run for three small reserves, to include in all 121 square miles. This land is hilly, stony, sandy, or all combined, and, upon the whole, more suitable for forestry than agriculture. It should be reserved and handled as grazing land until such time as the afforestation work can be proceeded with. Several species of forest trees would flourish there if once started and protected from the inroads of prairie fires.

Locating Sawmill Sites in the Riding Mountains.—The first half of November was spent in the Riding mountains just south of Gilbert Plains, locating suitable sites for two sawmills inside the reserve there. Ranger Robertson assisted me with the first one, a poplar proposition on Ranch creek in 10-23-22 W. principal meridian. An excellent location was obtained here, with easy grades for logs and lumber, and having five to ten years' cut of poplar in sight.

White spruce in merchantable quantity is getting scarce now west of the Strathclair road, and it took some exploring to locate a good spruce site. Finally a bluff containing some 1,200,000 B.M. was found in 16-22-21 W. principal meridian, also a suitable spot for a mill close by, on southwest fork of the Vermilion river.

Reports and maps covering above work were sent the inspector, who instructed me to continue this mill site location work north of Erickson and Elphinstone on the south side of the reserve. Proceeding to Erickson, a good spruce location was obtained on the Whirlpool river in township 18, range 19, where a square mile was cruised, containing 900,000 feet B.M.

In the Lake Audy locality, however, only some 150,000 feet of much scattered timber could be found, not enough for a mill, and it would seem that the only remaining area of commercially valuable spruce on the south slope of the reserve is that lying just north of Clear lake.

The first half of December was spent at office work in Dauphin, and the rest of the month on annual holiday leave. During January and first half of February, I was working in Ottawa under your instructions, completing a report and map of the work done by my party last summer, north of The Pas.

The remainder of the fiscal year was spent partly in the Dauphin office obtaining data for the annual report of the department, and partly in driving with Supervisor McLeod into various parts of the Riding Mountain reserve, to study on the ground the existing forest conditions and the necessary steps to more efficient protection and management.

Up to the present time the products of the reserve have been freely used to secure the immediate convenience and welfare of the inflowing settlers, and this is necessarily the case in any newly opened country, and most desirable; only, let us no longer allow removal of the mature timber in a haphazard way, but direct it with a view to ensuring the future welfare and permanence of the forest. Cutting operations can be systematized so as to secure a thrifty natural reproduction.

A plan for introducing such a system of sylviculture in spruce and poplar on this Riding Mountain reserve is now being worked out under direction of the supervisor, and will shortly be submitted for your consideration.

Respectfully submitted,

J. R. DICKSON,

Assistant Inspector.

No. 5.

REPORT OF G. H. EDGECOMBE.

DEPARTMENT OF THE INTERIOR, FORESTRY BRANCH,
OTTAWA, December 27, 1910.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit the following report on the work which I have carried on under your instructions during the past summer.

NATURE OF THE WORK.

The work, which was to determine the southern portion of a line which should be fixed as the eastern boundary of a forest reserve to be established on the eastern slope of the Rocky Mountains, was of the nature of a reconnaissance survey and included the mapping of the forest type and physical features. In following instructions to exclude all agricultural land, a line at about 4,100 feet altitude was found to divide the agricultural from the non-agricultural and true woodland. However, on account of local conditions a line at an elevation of 4,800 feet and over was often followed.

DISTRICT TRAVERSED.

The district traversed was from the Elbow river, in township 22, range 4, west of the 5th meridian, southward to the international boundary in township 1, range 27, west of the 4th meridian.

TIME IN SURVEYING DISTRICT.

The party, which was at first composed of six members, but in August was increased to eight, started work June 10. A loss of three weeks time was caused in July and August by forest fires. On account of this delay and to hasten the work, two members of the party, H. C. Belyea and C. H. Morse, spent most of September in collecting data along the Crowsnest branch of the Canadian Pacific railway, while the rest of the party continued the work southward. The international boundary was reached October 10, when the party broke up.

THE BOUNDARY LAID DOWN BY ORDER IN COUNCIL, MAY, 1910.

In May, 1910, an order in council established a line as the eastern boundary of a reserve on the above slope. Upon examination it was found that for a large part of this southern district this boundary would not fulfill the object of the reserve, which is to supply timber and wood to the prairies and protection to the watershed. It includes only an Alpine country, a large percentage of which is above the tree limit, and the remainder inaccessible as regards timber supply for years to come. Large portions of it have been burned over, leaving bare eroded hillsides which were formerly covered by a thin soil and coniferous wood growth.

Again, eastward of the line established by order in council extended a district (in the northern part as far east as fifteen miles) the topography, altitude, nature of the soil and wood growth of which would warrant reservation. This country, on account of its light soil and elevation, is unfit for agricultural settlement, and is strictly woodland with its valleys of open grazing. It is in this district that, on account of local demand and transportation, wood will be first used in preference to that in the interior country, and by the present methods of lumbering will become deteriorated as regards future supply and protection to the waterflow.

TOPOGRAPHY.

The topography of the country examined varies greatly, from a foothill region in the north to the Rocky Mountains proper, which change abruptly into the rolling prairie in the south.

North of the Oldman river the foothills extend east of the Rocky Mountains proper from six to eighteen miles; long, bare ridges, such for instance as the Fisher, Highwood and Livingstone ranges, intervene and reach an altitude from 6,500 to 7,500 feet. Going southward these ranges and hills gradually decrease in altitude, merging into the prairie; and the mountains, which reach in their eastern summits an altitude of 6,800 feet and over, break abruptly into it. In the very south the Wilson range extends eastward for about nine miles along the international boundary. Just south of the boundary it reaches an elevation of 9,000 feet, but on this side the elevation ranges from 5,000 to 6,500 feet.

The trend which the eastern edge of the foothills takes is the same as that of the Rocky Mountains; that is, from the international boundary northward to the south fork of the Oldman river, the trend is N. 35° W., from this point north to the Highwood river it is N. 12° W., and thence goes north in a direction of N. 35° W.

The hills reach an altitude above their valleys of 400 to 1,500 feet. West of the proposed line the valleys become more deep and the slopes which east of this line are moderate become very steep.

The rivers, the Elbow, the Highwood, the Oldman, the Waterton and the Belly, cut at right angles to the ridges and have their sources well up in the mountains, while the creeks find their sources in the first range of hills. The creeks are numerous and supply a large amount of water to the prairies. Last summer, both the rivers and the creeks were fordable at all times, but they are subject to floods, especially in the month of June, which result from the sudden melting of the snow on the mountains and ranges above timber lines.

All the above named rivers with the tributary creeks join the South Saskatchewan river, and are thus a large factor in the water supply of the prairies hundreds of miles away. The maintenance of an equable waterflow is thus desirable, and the importance of the protection to the watershed is evident.

ROCK AND SOIL.

The geological formation of the foot-hills is mainly cretaceous, with infoldings of shale and coal, while that of the mountains is of the older paleozoic rock.

Above timber line, which can be placed at an altitude of about 6,100 feet, the hill-tops and mountains become bare, exposing sandstone and cherty and silicious limestone. Most of the hills at lower elevation have stony outcrops.

In the valleys the soil is a sandy loam with a subsoil of gravel. It is deep, but light. As the elevation increases the soil becomes thinner, verging into gravelly and stony, the depth of soil varying with the moisture and slope.

TREE GROWTH.

The principal trees found on the eastern slope are:—

Picea Engelmanni (Engelm.)	Engelmann spruce.
Picea Canadensis (Mill B.S.P.)	White spruce.
Pseudotsuga mucronata (Sudw.)	Douglas fir.
Pinus Murrayana (Murray.)	Lodgepole pine.
Populus balsamifera (Linn.)	Balsam poplar.
Populus acuminata (Rudb.)	Cottonwood.
Populus deltoides (Marsh).	
Larix lyalli (Parl.)	Lyall larch.

The Engelmann spruce is one of the chief timber trees. It is found on the northern exposures and along river bottoms, where the loam is fresh to moist. The maximum diameter noticed was 42 inches, breast high, while the height was 130 feet. Young spruce seedlings require shade, and thus the more light-requiring lodgepole pine and poplar are apt to obtain possession of the land, forming a temporary type. Thus along the slope are large areas, where fires have destroyed the former spruce forest, which is now replaced by one of lodgepole pine and poplar.

Like Engelmann spruce the white spruce was chiefly associated with northern exposures, and also on stony slopes. Of the merchantable spruce, however, Engelmann spruce appeared to be the chief timber tree, but the white in favourable conditions produces excellent saw material.

Black spruce comes in on the edge of muskegs and on barren stony slopes. Southward it gradually disappears.

Douglas spruce or red fir was found mostly on southern exposures and only on the lower slopes. It occurs in small groves in the open, likely caused by the protection of its thick bark, while other species have been killed by fire. The quality is variable. In seeding qualities it appears very much like the spruce. The diameter ranges to 34 inches and the height to 90 feet.

Lodgepole pine, like spruce, was found mostly on northern exposures, but also on the dry sandy soils. The seed is especially adapted for seeding up fire burnt areas; and on the eastern slope where repeated fires have traversed, lodgepole pine predominates, and thus will become in the future the principal commercial tree. It is now much used for mine props. It rarely exceeds 18 inches in diameter, and in height 85 feet. In close stands it grows very tall and straight, with little taper and free from branches, thus producing excellent poles.

The poplars apparently come in anywhere from rich river bottoms to thin stony soils of the upper slopes, but they are favoured by the southern exposures. On the river bottoms and lower slopes, the balsam poplar becomes a merchantable size from 8 to 28 inches in diameter, and up to 18 inches is apparently sound. The poplars are, however, mostly small in size, forming a fire or temporary type.

The larch was noticed only near the international boundary, where it was found on the upper rocky exposures of Table mountain at an elevation of over 5,500 feet. It was of a stunted, scrubby growth.

The forest type on the eastern slope is a temporary type, caused by the repeated fires. Merchantable spruce occurs in a comparatively few small blocks, which are mostly under license. Lodgepole pine from 5 to 40 years old covers over 40 per cent of the area.

The following in percentages of area indicates the condition of the wood-growth on about 800 square miles along the proposed boundary:—

Timber	9	per cent.
Spruce and pine poles	31	"
Pine and poplar	26	"
Poplar	10	"
Open grazing	14	"
Bare rock	10	"

From stem analyses, it was found that lodgepole pine of thirty years' growth attains a diameter size of 5 inches, while in that of sixty years' growth the diameter breast high becomes about 9 inches. In spruce and red fir the diameter growth was found to average, for the former, about 12 inches in ninety years, and in the latter 12 inches in one hundred and ten years.

GRAZING.

In locating the proposed line of the forest reserve, where practicable, open grazing valleys were excluded. These valleys often extend westward some miles along the river valleys, which are narrow, while the hills are covered with pine and poplar. Bunch grass, wild pea and a variety of annuals form the chief herbage.

If cattle are not allowed to graze on those areas too early in the spring, nor in too large numbers, there is no reason to believe that they would damage the wood growth above the seedling stage, for they prefer grass when there is plenty of it. The damage to young seedlings would result from tramping down the young plants. From such areas, however, the cattle could be excluded.

In fact the grazing should be a great benefit in freeing the ground of the dry grass, and thus lessening the fire danger, while also, by their well trodden trails, the fire is hampered.

SQUATTERS.

Within the proposed boundary several squatters are located well up in the foothills. They have settled on the land with the hope that the country will be surveyed and that they can then homestead. They are located on narrow river flats, which, when divided by the present system of survey, will be incapable of maintaining them. for the elevation of these places would prohibit the raising of grain and the raising of cattle would require the whole area.

While it is not desirable to have homesteaders on a reserve, the grazing flats might be leased to the present occupants. during good behaviour and as long as they abide by the regulations. From their location on much used trails and with their knowledge of the country they would be very useful as fire rangers.

HOMESTEADERS.

Homesteaders are located from one to eight miles east of the line, and are mostly employed in cattle and horse raising and in working the coal mines.

Those in the neighbourhood of the proposed boundary claim that it is impossible to ripen grain and they grow only a small quantity of green fodder. Hardy vegetables, such as turnips and cabbages, are raised in small quantities.

During the five months while we were out frosts occurred each month. The settlers claimed that June was the only month likely to be free from frost.

ECONOMIC PRODUCTS.

Besides the wood, some of the resources of the reserve are coal, oil. building stone and, indirectly, water-power.

Coal was found in nearly every township along our traverse. In the north, the veins were small. but the south appeared particularly rich in the product. So far, for lack of transportation these mines have been little developed.

The oil wells are as yet little developed. Plants are established on both branches of the south fork of the Oldman river, but are not now in operation.

With transportation facilities, building stone will likely be quarried in large quantities.

Several small falls were located from which water-power could be generated. The principal one is the fall on the Elbow river from which it is proposed to produce electricity to light Calgary.

FOREST FIRES.

Since forest fires have so affected the eastern slope and as fire protection must be the chief factor in the administration of the reserve it may be well to mention this subject.

It has been already mentioned that repeated fires have devastated the eastern slope and that the forest type consequently has been altered and areas eroded. During the last sixty years likely 60 per cent of the eastern slope has been fire-swept.

Last summer, on account of the exceptional dryness, high winds, lack of assistance at first, and lack of knowledge of the interior country, fires, started by the carelessness of fishermen, surveyors and also by incendiaries soon reached unmanageable size. Fire guards were hastily ploughed in the open valleys and back-firing from these was operated.

There is now from south of the north fork of the Oldman river to north of the Highwood over forty miles of fire guard. The fire guard runs from along the proposed boundary to two miles east of it, and with little expense could be kept open by ploughing one year and harrowing the next, freeing it of weeds and grasses. With a little change it could be made to answer a two-fold purpose of fire guard and road.

In the coming years the fire danger will be increased with the taking up of neighbouring lands, by the opening up of new railroads and coal mines, and on account of the large quantities of dry dead material resulting from fires. This material will do for fuel and fence posts and for mine props, if not left too long. However, a large part is inaccessible, but a considerable quantity in the more accessible parts, where the danger is now greatest, could be disposed of.

To witness such fires as occurred this summer, it is apparent that, for efficiency, the fire rangers should live on the reserve and that they are too few and their districts too large. If the rangers' headquarters were located on the reserve, and in communication with the principal trails, travellers would be under a degree of supervision. The districts should be of such a size that a patrol could be made of it within a certain number of days, say for instance, five. Lookout stations could be located on commanding hills and trails cut to them. Thus the supervision of a large tract could be undertaken. The ranger should become familiar with his district and divide it off by fire guards, by trails and by natural barriers, such as streams and rocky ridges, so that a fire may be confined to one of these smaller areas.

A much larger district could be apportioned in the interior districts, traversed only by prospectors and a few others, than along the railways and eastern slopes where travellers are most frequent, and by which entry is made to the interior.

The game wardens in co-operation with the rangers could assist greatly in warning campers and keeping them under supervision.

FISH AND GAME.

In most of the streams and lakes, bull, cut-throat and the so-called grey trout are found plentifully. During the summer the rivers and Waterton lakes are very popular with fishermen.

Duck, grouse and prairie chicken were seen in large numbers. Duck were particularly thick in the south on account of the numerous sloughs.

Deer were sighted quite frequently, especially after the fire when they were driven eastward to look for food.

In the south, in connection with the Kootenay Lake forest reserve, there is a mountainous district which is the home of mountain sheep and goat, and bear. The United States government have set aside, as a game reserve, in Montana, an area of 1,400 square miles, just south of the international boundary. If the southern district of the eastern slope reserve were also set aside as a game reserve, the game thereon would be accessible to the Canadian sportsman, and in co-operation with the United States game reserve, foster the continuance of the game. Otherwise, with the game on one side of the international boundary protected and on the other side not, the game will soon become inaccessible to the Canadians, as the animals will cross over to the protected side.

THE PORCUPINE HILLS.

East of the slopes of the Rocky Mountains, from four to nine miles, and north of the North Fork of the Oldman river, are the Porcupine Hills. These hills, which are in an area about fifty square miles, are of a nature which would seem to render them suitable for reservation, but intervening settlers, although scattered, prevented including these lands within the eastern slope reserve. Time did not allow a thorough examination of this district.

The Porcupine Hills are a series of high hills running in a southerly direction. The hillsides are covered with merchantable spruce and red fir, while the valleys are open grazing land. The hills, high, steep, stony and rough, make this district impossible for agricultural success. Out of a quarter-section only a small part would be open arable land.

Several creeks, as the Callum, the Heath, the Burton and others, find their sources in these hills and water the neighbouring district.

On account of the nearness of Nanton, High River and other places, the timber will soon be cut off, especially on the eastern side, leaving bare, rocky hill-sides.

Thus on account of the timber and uselessness for agricultural settlement, these hills would be desirable for a reserve.

Respectfully submitted,

G. H. EDGECOMBE.

No. 6.

REPORT OF PETER Z. CAVERHILL.

Department of the Interior, Forestry Branch,
Ottawa, March 2, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—I have the honour to submit the following brief report on the eastern slopes of the Rocky Mountains between the Elbow and Saskatchewan rivers.

Under your instructions dated April 20, 1910, I reported to Mr. A. Knechtel, in Calgary, on May 30, and, after purchasing an outfit, proceeded to the Elbow river in range 5, west of the fifth meridian. Here I began a reconnaissance survey for the purpose of mapping the agricultural and grazing lands and locating a line which divides the above-mentioned lands from the non-agricultural, this line to be used as the eastern boundary of the proposed Rocky Mountain forest reserve.

In deciding what lands were suitable for agriculture and grazing, the topography, soil, elevation and climate were considered.

The general topographic character of the country is its rough, broken nature, gradually rising as we go west, in several ranges, to the base of the bare rocks of the mountains proper. The sides of these hills are steep, with thin, gravelly soil, which, if robbed of its forest cover, would soon be entirely washed away.

The larger rivers, flowing east, cut across these hills in rather wide valleys formed by a number of river benches varying between ten and forty rods wide and differing in elevation from ten to fifty feet. The soil near the edge of these terraces is very stony, becoming sandy as we go further back. These terraces often contain small areas of open grazing land of excellent quality, but the quantity is so small as to make them valueless. The climate at this elevation (4,000 to 5,000 feet) is very changeable, the days being hot and the nights cold, often with frost, making the growing and ripening of farm crops very uncertain.

While the elevation prohibits farming, grazing may be carried on, in the open valleys even into the heart of the mountains themselves. These valleys being narrow and the areas so limited, it would be impossible to exclude them from the reserve. I believe they can be as well administered within under grazing lease. The grazing is advantageous in two ways; first, it rids the forest of dry and inflammable grass, and second, the cattle in going to and from their feeding grounds do so on well defined paths which could be used as fire guards if occasion arose.

The forest may be divided into two main types; first the original forest type, occupying about fourteen per cent of the region, and second the fire formed type. The first is again subdivided into three types:—(*a*) the slope type composed of pine, spruce and poplar in varying proportions, depending on exposure, soil, slope and moisture content; this type contains nearly all the merchantable timber; (*b*) the swampy type, covering only a small area, being confined to the borders of muskegs, and composed of small black spruce and larch: (*c*) the river bottom type, found along rivers and on rich alluvial lands, spruce and balm composing this type. They reach a large size and make fine timber. The fire-formed type occupies about seventy-five per cent of the region and is formed of pure lodgepole pine stands, or on the steeper slopes of willow and alder brush. It results directly from fire, and the wonderful reproductive capacity of the pine. As we came east near the prairie, aspen takes the place of pine in this type.

The most common species found are:—

Pinus contorta var. Murrayana—Lodgepole pine.
Picea Engelmanni—White spruce.
Populus tremuloides—Aspen.
Populus balsamifera—Balm.
Pseudotsuga mucronata—Douglas fir.
Picea mariana—Black spruce.

Besides these are found in limited quantities *Abies Balsamea, Larix Americana* and *Betula Papyrifera.*

FISH AND GAME.

Fish abound in all the streams and lakes. The following varieties were noticed: Cut-throat trout, bull trout, grayling, pike and suckers. These in many cases reach a large size. Bull trout are caught weighing seven to eight pounds and much larger ones were reported.

Game is abundant especially in the north. Moose, deer, elk and sheep were seen, while the several varieties of grouse and prairie chicken were very plentiful. Fur-bearing animals such as mink, otter, lynx, wolves, bear and beaver are found. With its vast extent and varying topography this reserve should become the greatest game reserve in the world, and from this source alone a large revenue will be obtained in future years.

MINING AND MINERALS.

Little mining is carried on in this region. Coal outcrops in various places on the Elbow, Bragg, Fallentimber, Red Deer and Saskatchewan, but the seams are only a few inches thick and of low grade. Valuable seams exist farther west on the Saskatchewan, Brazeau and Macleod rivers, which are being developed and railroads are rapidly pushing lines in that direction by way of the Saskatchewan.

Limestone, shale and sandstone exist in large quantities and with better transportation facilities will be valuable for building purposes.

FIRE.

Fire is the worst enemy the forest has. Eighty per cent of the territory surveyed has been burned in the last fifty years, and sixty per cent of this, or forty-eight per cent of the entire country has been burned over in the last twenty-five years. The causes of the fires have been various, many laying the blame to the Indians, who believed if the forest were destroyed new grazing land would be found for the disappearing buffalo. This may be true in some cases, but more, I believe, is due to the carelessness of the white trapper and the numerous other campers we find within the borders of the forest

How best to deal with these fires requires more study than I have been able to give it. I would, however, recommend building a fire guard along, or near, the eastern boundary of the reserve to prevent any settlers' fires from spreading into it, strengthen the present fire patrol, giving each man a certain definite territory to cover and not more than he can cover in a week's trip. He should be in the reserve at all times during dry seasons. The game and fish guardians should see that the ranger has notice of the whereabouts of all hunting and fishing parties in his territory, so that he may keep in touch with them and see that they exercise due care with regard to their camp-fires. As time permits the ranger could be exploring his territory and mapping it, making trails and fire guards to connect streams and in many other ways preparing to handle a fire should one occur.

I am, your obedient servant,

PETER Z. CAVERHILL.

No. 7.

REPORT OF G. A. CROMIE.

New Haven, Connecticut, U.S.A.,
March 31, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

Sir,—I beg to submit the following report on the work done under my charge since June 1, 1910. This readily falls under two headings:—

1. Summer field work:—Examination of lands in timber berths; of unsurveyed berth lines and of certain patented claims on which the Crown still held ownership of the timber, in that part of the railway belt of British Columbia between Revelstoke and Kamloops.

2. That done in the winter as forester in connection with the Calgary Crown Timber Agency.

EXAMINATION OF LANDS IN TIMBER BERTHS IN BRITISH COLUMBIA.

Many of the timber berths that have been granted in the Dominion railway belt in the past contain areas of what is now very valuable agricultural land. At the time they were granted very few settlers were coming into the country, there was plenty of good land open for entry not covered with timber, and there were little data on hand and few surveys made to show what was valuable for farming or even the exact location of bodies of timber applied for as licensed berths.

For these reasons, such berths often contained tracts of land without timber and perhaps suitable for farming. Also, since they were granted, fires have swept over them clearing out patches of timber, and cutting has been carried on where the timber was most accessible, therefore on the land nearest the rivers and the most suitable for farming.

Because of the difficulty of locating these deforested lands, there rarely being government surveys in the berths, the small size of the annual rent charged on timber licenses on Dominion lands, and the lessened credit and sale value obtainable if attention were directed to any decrease in the timbered area of the berths, companies holding them rarely had the lands withdrawn from their licenses as soon as they were de-forested.

Settlers took up the available lands, which increased in value until now, in parts of the province suitable for fruit farming, they sell as high as two hundred dollars an acre without improvements. The settlers had no way of obtaining farming land in timber berths unless the companies themselves were willing to have these lands withdrawn, and there were instances where the companies holding berths used this power to get timber logged and placed in the rivers at less than the usual price or to obtain land for their employees and friends in preference to the general public.

On the other hand, the throwing open for homestead entry of small areas of land adjacent to valuable timber increases the fire risk to the timber. The new settler looks at the timber as an obstacle to further settlement in the district and as property on which no local taxes are paid, which means that his taxes are that much greater. These conditions will exist to a certain extent until such time as the timber is removed from all lands suitable for farming, when it will be to the settlers' advantage in every way to prevent fires.

It was assigned to me to make an examination of the agricultural land in certain timber berths in the railway belt between Revelstoke and Kamloops, B.C., and for this purpose I, with a party of three men, reported to Mr. Knechtel, inspector of reserves, and yourself on June 7, 1910, and received detailed instructions, maps, &c.

Work commenced at once, the general plan of which was as follows:—

A rough general inspection had been made of the country in 1909, and the land classified as agricultural, grazing or permanent forest. Where land in berths was designated as of agricultural or grazing value, or where we heard of squatters or settlers locating in a timber berth we made an examination.

Section corners located by Dominion survey were found and from these we ran lines with a staff compass at intervals of about a mile through the land to be examined. Marks were made at five chain intervals and small stakes placed to show the boundaries of legal subdivisions or forties. If, from these lines and from frequent trips into the adjoining woods, it was evident that the whole area was heavily timbered no further examination was made. If portions of the land seemed to contain less than 5,000 feet B.M. per acre a further and detailed inspection was made of each forty by paced or chained traverses from the points previously marked on the compass lines. On account of the sudden changes in the character of the timber the usual method of narrow strips and plots was not considered sufficient for an estimate of the timber, so strips five chains wide or large plots were estimated by counting all the trees on them and measuring one tree out of every five. By comparing the density and size of the timber on these strips with that of the rest of the forty an estimate was made of the timber on the forty. In all cases the deduction for cull was determined by cutting into occasional trees showing signs of defect and by noticing stumps on lumbered areas or surveyed lines, and this was checked by consulting local cruisers and lumbermen as to their practice in the district.

The point of the amount of cull in timber is very important in this district, the amount having to be deducted as unsound varying as much as from 10 per cent to 80 per cent in cedar and hemlock. In fact, this alone is largely responsible for the difference in estimates of the same timber often found even among the most experienced cruisers here.

The data taken on each forty acres in this detailed inspection were as follows:—

1. Elevation above sea level and adjoining lakes or rivers.
2. Slope and roughness of the ground.
3. Character of soil and subsoil.
4. Water content of the soil.

5. Amount and character of young forest growth.
6. Amount of firewood, slash and dead timber.
7. Character and area of agricultural land on the forty.
8. A description and estimate by species of the merchantable timber.

In making recommendations as to the disposal of these lands the following other points were taken into consideration:—

1. The demand for land in the vicinity.
2. Distance from roads, settlements, &c.
3. The increase in the fire risk to adjacent timber from throwing this land open to homestead entry.
4. The length of time it would take companies owning this timber to reach it with their logging operations without undue inconvenience or loss to themselves.
5. The relation between the cost of logging this timber and the present prices of lumber.

In this manner an inspection was made of the agricultural land in 42 timber berths during the period from June 7 to October 28.

The total number of legal subdivisions examined in detail was 947, and recommendations were made as follows:—

(*a*) Immediate withdrawal from berth	327
(*b*) Withdrawal in one year	40
(*c*) " in two years	90
(*d*) " in three years and longer	44
(*e*) Not recommended for withdrawal at present	446

The districts examined contained some of the best timbered areas in the province. However, it is very noticeable and very much to be regretted that one may stand on any mountain peak in the district and find that four-fifths of the forest in sight has been swept over by fire within the last forty years. Fires undoubtedly occurred before the coming of railroads and settlers, but the size of the stumps and logs on burns with the timber now standing on soil of similar character to that on the burns would indicate that the country was once almost a solid mass of mature timber.

Except on the high peaks and steepest slopes this burnt area is being completely restocked from trees and seeds that survived the fire and a prevention of further fires will make the poor lands of which the greater part of this district is composed a permanent timber supply for the prairie provinces.

The character of the forest varied from dense, almost impenetrable, cedar in Frog lake district to stands of bullpine and fir near the North Thompson so open as to allow good grazing.

A list of the species of trees in the district valuable for timber is as follows:—

Western cedar (*Thuya plicata*), comprises in many mills 75 per cent of the cut; in this district a tree commonly ten feet in diameter and 140 feet in height; has to be culled very heavily on account of hollow heart, many of the largest trees being mere shells; made into shingles, the best grades of finishing lumber and the poorer grades of rough lumber.

Douglas fir (*Pseudotsuga mucronata*), occurring as 50 per cent or more of dense stands of timber 15 inches to 30 inches in diameter and 100 feet high, or with more branches and taper in open stands with bullpine; valuable for all building purposes and fairly free from defect, but of a harder texture and more liable to shake than on the coast.

Western white pine (*Pinus monticola*), one of the most valuable trees of the district but rarely forming more than 10 per cent of a mill's cut. In several places acres of young healthy trees of this species had been killed by bark beetles.

Bullpine (*Pinus ponderosa*). Lumber somewhat similar to that of white pine, but more brittle, with more knots and defect, forming 50 per cent or more of the stand in districts having deficient rainfall.

Larch (*Larix occidentalis*). A very valuable timber of fine grain and texture but found here in abundance only in the vicinity of the Shuswap river and Mara lake.

Western hemlock (*Tsuga heterophylla*). This species here makes lumber of such poor quality, and is so liable to heart rot that unless very accessible it has counted little in logging operations.

Spruce (*Picea Engelmanni*). A valuable species forming 5 per cent to 10 per cent of the cut in the wetter portions of the district.

Balsam (*Abies lasiocarpa*), forming pure stands of trees 10 to 20 inches in diameter on the high plateaus at the limit of tree growth; not lumbered yet on account of the inaccessibility.

Until the middle of September the party consisted of myself and three assistants, forestry students from Toronto University, with occasionally a local fire ranger. After that date there only remained to be examined a number of small timber berths, requiring little time to cruise but much travelling to reach, so the rest of this work was done with one local assistant.

As regards conditions affecting any policy in caring for or disposing of government land in this district, the following may be of use:—

By far the greater part of this land will never be of commercial value except for the timber that can be taken from it. Most of the timber of the future is in stands 10 to 40 years old, following fires occurring at a time when little or no effort was made to check them and before any fire ranger system was established. A good reproduction of seedlings usually appears after a fire in virgin forest, but a second fire destroying these leaves little chance for another stand of trees except by planting or seeding, which, on account of its cost, would be impracticable for the large areas that would have to be dealt with here.

Lumbermen, only holding licenses and not caring to wait during long periods for returns of money invested, are interested only in preserving existing stands of timber. Logging in the past has been done in large operations for mills cutting ten million or more feet of lumber a year, and the logs have been driven down the rivers and larger streams. As the larger patches of timber and those nearest these drivable streams are cut out, lumbering will be done more and more by smaller mills or by large mills in connection with logging railroads. This will increase the fire risk.

Receiving at present only about the lumbering cost for timber taken off their land and not realizing the ever increasing value of timber as well located as theirs, settlers as a class consider even the young forest growth on their own places as an obstacle to settlement and when clearing allow fires to destroy it on parts of their farms entirely unsuitable for agriculture. In the timber of the rocky lands of this district lies the future of the settlers, furnishing them with a supply of cheap building material and a market for their produce and labour. The duty, then, of protecting this forest falls on the government without as strong local support at present as might be desired. This support on the part of the settlers at least will not be given while they feel that the presence of timber on agricultural land prevents it from being thrown open for settlement for an indefinite period.

EXAMINATION OF UNSURVEYED BOUNDARIES OF TIMBER BERTHS.

At different times during the summer and fall of 1910, while in British Columbia on the work before mentioned, I examined parts of the boundaries of timber berths left unsurveyed at the time of granting the license. The parties receiving a license were required to survey a line inclosing such timber berth, except at inaccessible points. Many of these places marked inaccessible in old surveys were so only because of the excessive cost of survey compared with the small value of timber when at a distance from drivable streams. As timber is becoming more valuable each year and more accessible with the use of such improved methods of lumbering as logging railroads, flumes, &c., it is now advisable to run many of these lines not before considered necessary.

Under instructions from you I examined parts of the boundaries of four timber berths to see if a completion of the survey were possible or necessary. In most cases it was found that such uncompleted surveys were at rocky, inaccessible points or along mountain sides where there was little merchantable timber outside the berth. There is much of this work yet to be done in the district, it having been stopped at the approach of winter.

ESTIMATING TIMBER ON PRIVATE CLAIMS.

On many pieces of land disposed of from time to time to be used as townsites, millsites, or for other industrial purposes, the government had reserved the standing timber. As clear title could not be given until this timber was disposed of, those claims in the railway belt between Revelstoke and Kamloops (eleven in number) were cruised during the summer. In no case was the timber on a claim of sufficient value to justify the further withholding of clear title.

WORK DONE IN CONNECTION WITH THE CALGARY CROWN TIMBER AGENCY.

On November 7, under instructions from you, I reported at Calgary, Alberta, to do any work as forester required in connection with the Dominion Land and Timber Agency there, and have remained in that capacity until the present time. This work included:—

1. A completion of part of the preliminary survey of the boundary of the Rocky Mountain forest reserve, under the charge of Mr. P. Z. Caverhill.
2. Collecting and settling overdue timber permits.
3. Locating, inspecting and cruising timber applied for under the square mile and quarter mile permit regulations.
4. Inspecting the cutting and operations on licensed berths and permit berths.
5. Seizing timber and collecting dues, where illegal cutting had been done on Crown lands.
6. Making a report on the methods used, men employed, and cost of lumbering on the average small mill cutting on permit berths in the Calgary Timber Agency.

LUMBERING BY SMALL MILLS ON PERMIT BERTHS IN WESTERN ALBERTA.

Location of Outfit and Procedure.—In these small operations very little work is done previous to establishing the camps and mill. The owner of a mill of this character has usually some experience at cruising, and has a knowledge of the country he is in, often being a farmer with land in the vicinity of his mill.

A thorough cruise and estimate of the timber are rarely made, the owner going once or twice through the tract to be operated on, and in locating relying on his judgment that there is enough timber for one or more years' cut.

A permit is obtained if the timber is on Crown lands, by making a deposit of 20 per cent of the Crown dues (50 cents per M.) on the amount of timber applied for, and by paying one hundred dollars as ground rent for the use of the section for the year. As lumber cut from permit berths must be sold in the vicinity of the mill and not shipped by train to distant markets, it is essential that the location be near a well settled or fast growing district.

The mill is placed not more than three miles from the timber to be cut, on some small stream that will give a supply of water for steam and domestic purposes the year round. It is always located with the haul down hill from the woods to the mill. Machinery is ordered, roads are cut out and made, both from some railroad station for the bringing in of supplies, machinery, &c., and the main roads for hauling logs to the mill. Log camps are built. The framework of the mill, usually hewed out of logs close at hand, is put up and machinery placed so sawing can commence. The lumber is then sawn for the flooring, roof and sides of the mill and for other buildings. During this time cutting and hauling have been carried on, the skidways and landings are piled high with logs, and then the regular sawing may commence.

The greater part of the lumber is sold in the rough, the farmers who drive right to the mill to get the lumber preferring to haul its extra weight when unsurfaced and full-sized to paying the cost of planing it. To give the cost of each part of an operation, figures were taken from a mill cutting lodgepole and spruce in the Crowsnest Pass and these checked with costs from similar mills but in other parts of the province.

Road Making.—About four miles of road from the mill to the town and to the first skidways had to be cut and light grading done. This required the work of ten men ten days or one hundred days' labour. The road passed mostly through small lodgepole and brush, so was more easily made than would usually be the case. Cost: 100 days' labour at $2.25=$225.

Camps.—As these small mills are usually within a couple of miles of the timber, the one set of camps does for both the logging and the mill crews; in fact the same crew in many cases do both operations, getting out the logs in the winter and whenever the supply runs short at the mill, and sawing the rest of the time.

List of Camp Buildings:—

1 log camp for sleeping and cooking..	30 ft. x 36 ft.
2 log stables..	18 ft. x 18 ft.
1 log house for foreman..	16 ft. x 20 ft.

The labour involved was 8 men for 10 days or 80 days one man labour. Only 2,500 feet B.M. of lumber was used, the rest being logs for which no stumpage was charged.

Cost:—

80 days labour at $2.25..	$180
2,500 B.M. lumber at $10..	25
Windows, nails, locks, &c..	25
	$230

Camp Equipment.—This consisted of tools to carry on the lumbering, repairing, cooking and blacksmithing. It is usual, also, in many small mills such as this to carry a small supply of clothing to sell to the men. This was not done here.

Equipment List:—

Cooking outfit..	$200
Groceries on hand..	100
Blacksmith tools..	60
2 doz. axes at $1.25..	30
5 saws at $4..	20
4 sets sleds at $40..	160
4 sets harness at $35..	140
12 cant hooks at $1.75..	21

12 chains	35
2 sets skidding tongs at $3	6
2 wagons	200
Stable incidentals	20
	$992

Animals.—Horses were the only animals used for hauling. Of these four teams were owned in connection with the mill, and often one or two extra teams were hired. As these teams hired were paid $5 per day (team and driver), and board for driver, this price was used as a basis in charging operations with horse labour.

Each team was fed 30 lbs. of hay and three-quarters of a bushel of oats per day, costing altogether about 75 cents delivered at the stables. Young strong horses were used, costing $500 per team. A horse's average life here was six years of work.

Men.—Much of the help hired were men having homesteads in the vicinity and working here part of the year only. Twenty to twenty-five was the regular crew kept. Of these, two received $40 and the rest $35 and board per month. As the cost of the men's board (including cook's wages) was from 75 cents to $1 per day each, this made the common labour worth about $2.25 per day.

The crew at camp was:—

1 Cook	$60 per month and board.
Cookee	35 "
1 Blacksmith	40 "

1 Team hauling supplies, horsefeed and repairs. $5 per day and board.

The total cash outlay at time of starting logging then would be—

Road making	$ 225
Camps	230
Camp equipment	992
Horses	2,000
	$3,447

Felling and skidding.—Logs were felled and skidded by ten men with two horses, working on one skidway but really in two crews. Two men sawed down trees and cut them into logs, one man swamped or cut away brush, &c., one man with one horse hauled the logs to the skidway, where two men rolled the logs up the skidway for this and another similar crew. The daily output on the skidway of a crew like this is 300 logs, averaging 20 logs to the 1,000 feet B.M. The labour cost of felling and skidding them is:—

10 men at $2.25	$22 50
2 Horses at $2.52	5 05
15,000 B.M. costs	$27 55

Cost per M., $1.84.

Scaling.—As no work was done by contract, no scale was taken of the logs except to obtain the log run or number of logs per 1,000 feet B.M. This would be done about once a week. The number of logs skidded was counted every night and in this way a rough check kept on the progress of the work.

Hauling.—This was done on level hauls by teams with two-sled outfits and on the steeper roads by teams with one sled and the hind end of the logs dragging on the ground. The logs being so small were easily loaded by men with canthooks, no cross-hauls being required. One or two men were required all the time keeping the hauling road in repair. As the haul was but little over a half-mile long, each team made eight trips per day, 800 feet B.M. being carried each trip. Logs when hauled were placed on skidways near the mill, where a couple of men kept them rolled up.

Cost of hauling:—

3 Men (one at skidway, two at landing)	$ 6 75
3 Teams and drivers at $5	15 00
Board of drivers, 3 men at 90 cents	2 70
3 Teams hauled per day 19,000 B.M., costing	$ 24 45
Cost per M	1 28

Sawmill.—The mills on these operations are never large, all machinery being easily taken apart when it is necessary to move the mill. The logs are small and only the cheaper forms of construction lumber with a small amount of planed boards are manufactured. The sawmill itself was 30 feet x 65 feet, and when sawing started 8,000 feet of squared 9 in. x 9 in. timbers and 6 in. x 7 in. braces had been used as framework. The first sawing done was lumber to complete the mill, and of this about 9,000 feet B.M. was used. As a mill of this character rarely worked more than half the time, the crews leaving the mill to get in logs, a yearly cut of one and a quarter million feet would be considered good. Slabs were used as fuel; sawdust and refuse were taken by a chain carrier about 100 feet away from the mill and burned.

Machinery and Costs of Mill:—

8,000 B.M. hewed timbers at $10 M	$80 00
9,000 B.M. lumber at $10 M	90 00
Labour in building mill and putting in machinery	200 00
Engine 25-32 horse-power (often a traction engine and boiler combined)	1,600 00
Carriage (cable feed) with saw frame	555 00
Edger	300 00
Two saws	80 00
Shafting, pulleys, belts	1,400 00
Decker chain	90 00
Slab cutter and lumber trimmer	165 00
Small planer (planes one side only)	400 00
Supply mill materials (bought second hand)	200 00
Duty on part of outfit brought from United States	280 00
Freight	50 00
Hauling machinery from station to mill	200 00
Total cost of mill	$5,690 00

The mill crew and wages paid were as follows:—

Sawyer—$50 per month and board—value of day's work	$2 85
Canter (rolls logs on carriages), $35 and board; value of day's work	2 25
Engineer, $5 per day and board	5 90
Two men at edger and trimmer, at $35 per month and board	4 50
One team (used to haul logs to decker chain and to haul away lumber	5 90
Cut per day 10,000 B.M., costs	$21 40
Labour cost of sawing per M	2 14

Hauling Lumber.—This mill had little space close to it for drying lumber; the roads to it were very poor part of the year; also a large part of its output was shipped short distances by railroad to coal mines and settlements within the 50-mile radius to which mills cutting under permit are allowed to sell. For these reasons all lumber was hauled from the mill and piled in yards in a railroad town 3½ miles away, the hauling being done at a contract price of $2 per M.

Cost of Lumbering (Itemized).—Yearly output placed at 1¼ million feet:—

Capital invested in mill, equipment, camps, &c., equals $9,137; interest on this at 8 per cent is $731	
Cost of interest on equipment investment per M.	$0 59
Capital continually invested in wages, stock in hand, lumber sold, $4,000	
Cost of interest on this item per M.	25
10 per cent yearly decrease in value of equipment, equals $913; amounts per M. to	73
10 per cent on equipment added for repairs, unusual expenses, &c.	73
Felling and skidding	1 84
Hauling logs to mill	1 28
Labour cost of sawing	2 14
Contract price, hauling lumber to railroad	2 00
	$9 57
Stumpage dues to Crown	50
Cost of Crown ground rental per M.	08
Cost of lumber per M., in yards near railroad	$10 15

In showing these costs it should be borne in mind that the better timber and that closest to the mill is being cut the first year, and that the average of the logging costs will likely be from 50c. to $1 per M. higher for the whole operation from the present mill site.

Your obedient servant,

G. A. CROMIE.

No. 8.

REPORT OF H. CLAUGHTON-WALLIN.

Vancouver, B.C., April 1, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—I have the honour to submit herewith my annual report dating from May 1, 1910.

According to your instructions I was to examine timber limits in the coast district of the British Columbia railway belt with the view of obtaining such information as would enable me to forward to the department for each timber berth a report containing:—

1. Description of general character of land elevation, slope, soil, &c.
2. Description of timber species, stand, condition, &c.
3. In cases where persons are located on the timber berth in question all information which would be useful to the department in deciding on the action to be taken in dealing with those persons and their claims.
4. My recommendation as to such lands which I considered should be withdrawn from the berth, stating the reasons therefor and the time for withdrawal.

A map or sketch of the examined berth should accompany the report.

I also received instructions to examine unsurveyed boundary lines of certain timber berths where the survey had not been completed, the surveyor stating that the country was inaccessible.

Three forest students were employed as assistants, one from May 1 and the other from the beginning of June. The work was carried on without interruption from May 1 to the last day of September, when my assistants left the employ of the government to return to their respective colleges. From that time on I have either travelled alone or engaged a temporary assistant to accompany me on my trips of examination. During the months of January, February and the first half of March the weather conditions have been very unfavourable for any field work and I have had to devote most of my time to writing reports, work on volume table, &c.

During the past year I have examined:—

All the limits south of the Fraser river from the Pacific coast east to Cheam mountain, not including the limits situated on the Chilliwack river.

All the limits north of the Fraser river from the Pacific coast east to the Harrison lake, which are coming into contact with settlement.

Seventeen limits have been examined in regard to uncompleted surveys of boundary lines and reports forwarded to Ottawa.

Altogether about 100 square miles were cruised, which area I would classify as follows:—

1. As regards timber:—

	Sq. Miles.
Land covered with green timber, approximately.	72
Land which has been burned over; forest cover established. . . .	23
Land which has been burned over; forest cover not established. .	5
Total.	100

Approximately 12 square miles of the examined area had been logged over or were at the time of examination under logging operations.

2. As regards soil:—

	Sq. Miles.
Lands only suitable for sylviculture.	67
Lands which from the character of soil or from other reasons such as location were considered more valuable for other purposes than sylviculture.	33
Total.	100

Of these 33 square miles, letters patent have been issued on 8 square miles, with a reservation of the timber to the Crown.

SQUATTERS.

It is obvious that in a country like British Columbia, where comparatively little land is available for agricultural purposes, it is a very difficult undertaking to keep home-seekers away from timber limits and in particular from such limits as are partly or entirely surrounded by homesteaded or patented lands. A considerable number of squatters were found on limits so situated and their number is increasing steadily.

Some of the squatters have quite extensive clearings, good buildings and other valuable improvements, and live permanently on their 'homesteads' as they often call the land they claim; others build only a small shack, where they only stay occasionally, generally when out of work, the main object of their buildings being to show that the land is taken up.

It is not only that the squatters cut and destroy timber belonging to the government, but the danger of fire is always greatly increased on a limit that is inhabited by squatters. It is my opinion that very strict measures have to be adopted to stop the squatting on timber limits. The fact that all these settlers have the opinion that, when the land is thrown open for settlement, they will have prior claim, has greatly encouraged the practice of squatting within timber limits.

I would respectfully recommend that it should be plainly pointed out to them in future that such claims would not be recognized. It is often a dangerous thing for the lumberman to attempt to evict men who are liable to set fire to the timber.

TIMBER.

The predominant species of coniferous trees on the examined area were Douglas fir (*Pseudotsuga taxifolia*), red cedar (*Thuya plicata*), and western hemlock (*Tsuga heterophylla*). These three species generally form the stand. The distribution varies. Pure stands of any of these species occur only occasionally. Fir sometimes forms nearly pure stands on rocky mountain slopes. On most flats or in creek bottoms cedar is generally the dominant species, with hemlock or sometimes Sitka spruce as a common associate.

Viewing the examined area as a whole, however, I would say that the average stand consists of 60 per cent Douglas fir, 30 per cent cedar, 9 per cent hemlock and of other evergreen species 1 per cent. With other evergreens, I mean Sitka spruce (*Picea sitchensis*), jack or lodgepole pine (*Pinus contorta*), white pine (*Pinus monticola*), white fir (*Abies amabilis*), and yew, (*Taxus brevifolia*), which trees were found scattered in groups or singly.

Yellow cypress or 'yellow cedar' (*Chamae Cyparis nootkaensis*) and mountain hemlock (*Tsuga mertensiana*), which appear in the Fraser valley on higher slopes, were not seen on the limits which have so far been examined.

The broadleaf trees which were met with were:—

Willows, black cottonwood (*Populus trichocarpa*), western birch (*Betula occidentalis*), red alder (*Alnus oregona*), broadleaf maple (*Acer macrophyllum*), vine maple (*Acer circinatum*), Oregon crab apple (*Malus vivularis*), western choke cherry (*Prunus demissa*) and dogwood (*Cornus*), oak (*Quercus garryana*) were seen near Chilliwack.

The Douglas fir is a magnificent tree in the coast district, sometimes reaching a size of 7 to 8 feet in diameter, a height of from 200 to 250 feet with a log length of from 140 to 200 feet, and cutting up to 20,000 feet B.M. The average size of the fir I find to be 34 inches diameter at breast height, height 150 feet, log length, 100 feet. Following is an average volume table for fir:—

Diameter breast high.	Log length, feet.	Volume in feet, feet B.M.
12 inches	20	50
24 "	90	700
36 "	100	2,000
48 "	115	4,500
60 "	125	7,500
72 "	145	11,500
84 "	160	18,000

The cedar tapers much more than the fir and is more inclined to be hollow, which reduces the cut. Trees with a D.B.H. of 10 to 14 feet, a height of from 125 to 175 feet and a log length of 100 feet were found. The old trees are extremely 'swell-butted,' which accounts for the enormous girth of the trees of comparatively short boles.

The average size of the cedar would be a diameter breast high of about 40 inches, a height of 100 to 120 feet and a log length of 60 to 80 feet.

Hemlock, which is always subordinate in association with Douglas fir and red cedar, sometimes attains a size of 3 feet or more and a height of 150 feet here in the coast district. Only a few such trees were seen, however, the average size being a diameter of 24 inches, a height of 100 to 120 feet, with a log length of 80 feet.

The quality of western hemlock wood is much superior to the wood of the eastern hemlock, and it is only a question of time when this species, which is now considered to be of comparatively low commercial value, will be gaining its right place in the lumber market. In its better grades this wood is useful for many of the better commercial purposes, and the prejudice against it is without foundation.

Nowhere else in Canada does so heavy a growth of timber occur as in the coast district of the British Columbia railway belt. It is not at all uncommon to find small patches of timber cutting 100 to 150 M. feet B.M. per acre, and whole limits averaging 40 to 50 M. feet B.M. per acre were found.

The average merchantable stands on the limits I examined would not be over 20 to 25 M. per acre, however.

REPRODUCTION.

The burnt or cut over areas in the coast district seem to restock very rapidly with fir, hemlock and cedar. Generally a period of from 7 to 10 years after a fire is enough to cover the ground with extremely dense reproduction. On land which has been badly burned over, leaving very few seed trees, I have found that the fir reproduction predominates, while on cut over lands which have not been burned or burned only lightly the tolerant hemlock is predominating. The reproduction of cedar depends more, it would seem, on soil and location than other factors of site.

Your obedient servant,

H. CLAUGHTON-WALLIN.

No. 9.

REPORT OF JAMES LEAMY, CROWN TIMBER AGENT.

Department of the Interior,
Dominion Lands and Crown Timber Office,
New Westminster, B.C., November 29, 1910.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

Sir,—I have the honour to submit herewith my report for the season 1910, covering the protection from fire of the forest in that part of the railway belt under the control of this office. In the eastern part of the district, during the months of

April and May, the rain fall was very light and several fires occurred, the most serious of which took place on timber berth No. 88, under license to the Bowman Lumber Company. This was looked after by the ranger for that district, Mr. R. J. Stewart, but notwithstanding his efforts, a considerable quantity of saw logs were burned and some standing timber damaged. This was the only fire of any consequence which occurred east of the dividing line between townships 15 and 16, while that portion of the railway belt was under the control of this agency. As a new timber office was opened at Revelstoke, B.C., during the latter part of the month of June, since which time the rangers in that district have been under the control of the agent at the point mentioned, I therefore have no knowledge of any fires which may have taken place in that portion of the railway belt during the balance of the season. West from Drynoch station on the Canadian Pacific railway, to Ruby creek, patrolled by Messrs. Wm. Teague and Jos. Weaver, some forty fires occurred, in most cases caused by sparks from locomotives, but by prompt attention they were prevented from doing any damage to timber of commercial value. In that portion of the Nicola valley under the control of this office, no fire ranger was employed, as it was considered that Mr. Angus McGillvray, stationed at Ashcroft, and attached to the Revelstoke Crown Timber Agency, would be able to give that district the attention necessary; next season, however, with your permission, a ranger connected with this office will be employed to patrol that district, as many new settlers are going in there, and will require supervision. In the Harrison lake district, patrolled by Mr. R. Siddall, a fire occurred on timber berth No. 63 in the month of July, caused by the removal of a donkey engine, and was the means of destroying some 234 pieces of sawlogs estimated as containing 165,789 feet B.M., besides doing some damage to standing timber. Considerable expense was incurred in fighting this fire, as although the parties responsible assisted, it was necessary to employ a man for several days to take charge of the work, in order to leave the regular ranger free to patrol other portions of his district and give some attention to a fire running at the same time on timber berth No. 445, which had already been logged over, and did no damage. In the Cheam lake district, patrolled by Mr. John Dennison, only one fire which caused any damage occurred; this took place on Sumas mountain, burning over an area of about 15 acres, on which there was no timber of any commercial value. In this district timber berths A and 61 are situated, and the lands in these berths, with the exception of some 141 acres, having been patented by the department, the parties living thereon require close attention. The Cultus lake and Chilliwack river districts, patrolled by Messrs. J. and M. G. Fadden, were with one exception free from fire during the season. The one case referred to occurred on the Chilliwack river, on what is called Pierce mountain, and ran over an area of about 2,500 acres, destroying approximately 500,000 feet B.M. of timber. This fire was difficult to cope with, as it was situatod at a high altitudo, and no water whatever was obtainable. In the case of Mr. M. G. Fadden, it was arranged to keep him patrolling the route of the Canadian Northern railway along Sumas lake, in order to see that the regulations were lived up to, and while this railway did a large amount of clearing on their right-of-way, only in one case did they allow the fire to get beyond their control, and from this very little damage resulted. In the Abbotsford district, patrolled by Mr. John Ball and Mr. L. J. Chapman, only one fire of a serious nature occurred, and with the assistance of men secured from the lumber companies in that vicinity it was handled in such a way that only some eighteen cords of shingle bolts were destroyed. This district is very difficult to control, from the fact that fires across the boundary line require constant watching, in order to see that they do not spread to lands in the railway belt. In the Stave lake and river districts, patrolled by Mr. D. Gilchrist, a fire occurred on timber berth X, under license to the Bank of Hamilton, whereby some sixty cords of shingle bolts and 150,000 feet B.M. of timber were destroyed. In the Lillooet lake district, patrolled part of the season by Mr. Murdoch Martyn (who later had to retire on account of ill-health, and was replaced by Mr. D. Martyn), no fires on lands under license occurred. On the Pitt lake and Coquitlam river districts, patrolled by Mr. M. Marshall, a couple of fires took place which were caused by the carelessness of parties who had secured permits for clearing purposes, but no damage was done to standing timber, and no expenses were incurred thereby. A fire at Coquitlam lake, which escaped from the Vancouver Power Company, destroyed some 200,000 feet B.M. of timber. The most serious fire which occurred during the season started on July 10 from timber berth No. 299, under license to the Vancouver Power Company, and within a short time had reached such dimensions that it was impossible to check its progress, much less subdue it, although efforts were made to do so, and it was not until rain fell in the latter part of the month of September that it was completely extinguished. During the time this fire was burning it ran over an area of approximately 4,000 acres, mostly logged over lands, but yet it is estimated that from two to three million feet B.M. of timber was destroyed thereby. This district was patrolled during the season by Mr. V. D. Bray, who did everything in his power, assisted by Messrs. M. Martyn and M. Marshall, to control this fire, but with little success. In the Surrey district, attended by Mr. Neil W. Johnson, Jas. Jameson, A. Buck and Geo. Gairns (the latter was placed as a patrol on the Canadian Northern railway during the months of August and September last), no fires occurred during the months of May and June, but during the months of July, August and September, especially during the latter month, several fires took place, and while the rangers did everything possible to cope with the situation, it was found impossible to control them, and they were only extinguished by rain in the latter part of the month of September. These fires ran over timber berths Q, 176, 293, 234 and 450, and part of timber berth L, covering an area of approximately 3,500 acres. It is impossible to estimate the quantity of timber burned in these fires, as some of the lands had been previously logged over, but even in these cases there remained considerable timber of commercial value. A good deal of money was expended by this office and the officers of the provincial government, in fighting the fires in this district, and the loss to the settlers was considerable.

In connection with the issuing of permits to set fire, it is thought that more care should be exercised and that, in this connection, an inspection should first be made of the area to be burned over, in order to see that at least ordinary care is being taken to prevent the fire from spreading. The whole of the season, especially the latter part, was extremely dry, and dangerous from a fire standpoint. In all some two hundred and twenty-one fires were attended to in the railway belt by the rangers in the New Westminster district, 7,000 acres were burned over and the loss of timber is estimated at 3,500,000 feet B.M. In making suggestions for the improvement of the service, I beg to state that in my opinion it would be advisable to start the rangers on duty about April 1, dependent on the weather conditions, instead of May 1, as has been the practice heretofore. By doing this it is expected that the rangers will, during the month of April, when the danger from fire, especially during the early part of the month, is not so great, go over their district and pay particular attention to the more dangerous places from the standpoint of fire; while doing this they will be expected to post up the fire notices and distribute copies of the Fire Act to settlers. As an auxiliary in fighting fire, I would ask that provision be made to supply this agency with a gasoline launch of about 30 horse-power, which would be used as a patrol boat on the Fraser river, Pitt and Harrison lakes, and would also be of advantage in the matter of inspections, &c. I need hardly point out the benefit which has accrued from the patrol boat system inaugurated on Shuswap lake and Seymour Arm, a couple of years ago. Through your efforts arrangements have been made with the Board of Railway Commissioners to have an inspection made of locomotives running on lines in the railway belt. This inspection work will be done in the round houses of the various railway companies in Vancouver, and it is proposed to see that they comply in every respect with the requirements laid down by the commissioners, in regard to their being equipped with proper spark arresters. By this means it is hoped to lessen the number of fires caused by the railway companies. The work of inspection will be done by one of the rangers employed in connection with this office.

In closing, I beg to thank you for the valuable advice cheerfully given me on all occasions. To my assistant, Mr. Walmsley, I am also indebted for his wise counsel on the various matters which arise from time to time in connection with our duties, and to the various fire rangers I feel that the thanks of all concerned are due, for their faithful and efficient services.

Your obedient servant,

JAMES LEAMY,

Crown Timber Agent.

No. 10.

REPORT OF ANDREW FREEMAN, CROWN TIMBER AGENT.

Department of the Interior,
Winnipeg, Manitoba, January 27, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ontario.

Sir,—I beg to submit the following report respecting forest fires in this district during the year 1910.

The only serious fire which occurred last year in the Winnipeg timber district started about May 4, at Prairie river, on the Prince Albert branch of the Canadian Northern railway, and owing to the dry weather which had prevailed for a considerable time prior to that date, it spread rapidly in the north and easterly direction, and the fire rangers, who were in charge, soon found it beyond control.

According to a report furnished by Timber Inspector Sifton, who, acting under instructions from this office, made a thorough examination of the damage done by the fires in that district, several other fires started along the railway mentioned between Tisdale and Hudson Bay Junction between the 4th and 15th of May. It was found impossible to check these fires at that time, owing to the dry weather, and they consequently spread over a large area on both sides of the railway, and continued burning until May 28, when a heavy rain fell in that part of the country.

It is estimated by the timber inspector that the fires in question burned over an area of about 137 square miles, and he estimates that 10,600,000 feet B.M. of merchantable timber was damaged or destroyed. In addition to the standing timber the fires did considerable damage to property along the railway, the most serious of which was the destruction of the sawmill and other buildings belonging to the Crown Construction Company at Mistatim. A large quantity of logs was also destroyed, belonging to the Great West Lumber Company, who are operating Berth No. 974. I am pleased to state, however, that no loss of life was reported.

In the district southeast of Winnipeg several small fires started near the railway, but did comparatively little damage, as the fire rangers, sectionmen and settlers were constantly on guard, and a large number of small fires were extinguished. In the district north of Winnipeg, between Lakes Winnipeg and Manitoba, practically no damage was done to standing timber by fire during the past year, and the same may be said of the district north of the main line of the Canadian Pacific railway, east of the Red river.

As instructed by you last spring, the territory north and east of Winnipeg was divided into several districts, and a fire ranger put in charge of each one, and I am satisfied that the small damage done by fires is greatly due to the excellent work performed by these men, who were kept constantly on duty during the summer and until snow fell last fall. In the districts mentioned the settlers seem to be fully alive to the danger of forest fires, and very readily assisted the rangers from time to time.

Fire notices, in different languages, were posted throughout the entire district, and I am of the opinion that this was a great factor in preventing fires last year, which was one of the driest in the history of the province.

When our inspector visited Norway House and other sections in Keewatin during the summer he found that no serious fires had occurred in the district up to that date, and none have been reported since.

Your obedient servant,

ANDREW FREEMAN,

Crown Timber Agent.

No. 11.

REPORT OF A. L. ROBERTSON, CHIEF FIRE RANGER.

DEPARTMENT OF THE INTERIOR,
PRINCE ALBERT, SASKATCHEWAN, April 3, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ontario.

SIR,—I beg to submit annual report respecting forest fire service in the Prince Albert division of the Saskatchewan timber belt, during the season of 1910.

Nine fire rangers were employed in the above district. Many small fires occurred, the greater number of which were ground fires, started by railway engines, settlers on lands adjacent to the timber belts, and by carelessness of land-seekers making seletcions of homesteads in the partly wooded country north of the North Saskatchewan river.

There was but one fire which did any appreciable damage to timber of commercial value. This fire, which occurred on Timber Berth 1048, Block 20, was said to have been started from burning of debris in the vicinity of the log camps of Big River Lumber Company. The manager of the mill turned out his mill staff to fight the fire and finally got it under control but not before about 1,000,000 feet B.M. of merchantable timber was fire killed. This timber was manufactured into logs during the past winter's logging operations.

During the season 1910, I found that the area allotted to each fire ranger was too large. Seven of the fire rangers on service last year covered areas embracing thirty-five to forty-five townships, so that it can be readily seen that the work of supervising such large areas as the above justifies an addition to the staff, in order that more effective service can be rendered.

Your obedient servant,

A. L. ROBERTSON,

Chief Fire Ranger.

No. 12.

REPORT OF GEO. DOUGLAS, FIRE RANGER.

Department of the Interior,
Dominion Lands and Crown Timber Office,
Prince Albert, Saskatchewan, December 1, 1910.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ontario.

Sir,—I have the honour to submit a summary of the season's work in my district, Battleford.

The district has been well patrolled by the fire ranger and we have had only two fires this year, neither doing very much damage. The first one burned over about 60 square miles of young jackpine about 7 feet high, but a great deal of that has recuperated since the fire. The other fire occurred west of Meadow lake and scorched over about 5 or 6 miles square and probably damaged about 250,000 feet B.M. This was in Moran's district. I also have a man 1,100 miles north from Isle à la Cross to Cree lakes (J. Murray), he is patrolling October only, and will not get his report in till the spring, when he comes out. The effect has been good on hunters, trappers and especially the Indians as to being careful not to leave fires burning. In the course of my own patrolling I have noticed disease among the trees at different points, viz., larch canker on tamaracks, giving rise to an overflow of resin with small fungus growing on them. I intend instructing my fire rangers in the spring to cut away these parts when they see them. I intend taking a trip with each fire ranger for the purpose of pointing out the diseases so that they can deal with them in an intelligent manner and report any cases to me.

In some places I noticed the young plants were damped off, but to a very small extent. This possibly may have been caused by fire or the damping off fungus. I will take more minute observations in the spring of 1911.

I think all fungus seen growing on trees should be broken off and should be put into a sack and burned at the next camp fire.

South of the Battle river the whole of the trees for about 3 miles about half mile wide were defoliated by the caterpillar of the brown-tail moth. I also had two soft maples defoliated by the same cause in my garden, but I stripped the tree of the caterpillar.

North of Bright Sand lake a whole swamp of tamarack was defoliated by the larch sawfly or larch worm (*Nematin erichson*). I intend looking for the cocoons at the foot of the trees in the spring. I have not seen any damage to the spruce by the bud worm. I have also noticed a number of trees that have been attacked by the back beetle or borer, especially very large trees. I have looked carefully for any traces of the spruce beetle (*Dendroctones piceaperda*), but up to the present have found no traces of any. There are a few places where there is a very large quantity of dead and fallen wood among some very fine pine and spruce south of Meadow lakes which is a great danger and should be removed if possible. Settlers who have permits are very careless in leaving the branches and crooked logs lying all over the ground among the half-grown trees. I think some instructions should be printed on their permits to caution them against this practice; also instructions should be printed on the back of the big game licenses cautioning hunters and trappers not to build a fire against a tree or tree stump. They usually choose a large jackpine for this purpose; the fire gets into the roots, and after they have left causes damage.

There are several areas in my district which could be very profitably re-seeded, which could be done by the rangers with very little trouble under proper supervision.

As the water now is at its lowest I intend shortly to put in some of the measuring rods and procure readings next year, but would have to take fire ranger Venn with me, as it is a two-handed job.

Yours faithfully,

GEO. DOUGLAS,

Fire Ranger.

No. 13.

REPORT OF NORMAN M. ROSS.

INDIAN HEAD, SASKATCHEWAN, March 31, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my eleventh annual report for the period dating from March 31, 1910.

The season of 1910 proved to be the most adverse that we have experienced since the inception of the work. The unfavourable conditions prevailed over an extremely large area and if possible their disastrous effects were felt even more severely in the western states than in the Canadian prairie regions.

The winter of 1909-10 was comparatively mild and with but little snow. The preceding fall had been dry, so that moisture conditions in the soil were not favourable to spring planting except on the most thoroughly cultivated lands. The season opened early with unusually warm weather, during the latter part of March, inducing a flow of sap and consequently early growth. This growing weather was unfortunately succeeded by some severe frosts, culminating in a heavy fall of snow on June 2, followed by a night frost. Previous to this snow there had been no general rain since early spring, and as a consequence newly transplanted stock had suffered heavily from dry weather conditions, which, combined with the late frosts, were particularly hard on the young coniferous stock freshly moved from the seed beds. Perhaps the most disastrous effect of these late frosts, from our standpoint, was the destruction of all tree blossoms. As a result it has been an impossibility to make any collections of seed of such varieties as Manitoba maple, ash, and elm. We shall feel the effect of this loss more particularly when supplying the demand for seedlings in 1912. The summer, taking the prairie provinces as a whole, was abnormally dry, southern Manitoba and southern Alberta and southwest Saskatchewan suffering most severely. In some localities a complete crop failure was experienced. Central and southern Saskatchewan fared better as regards rainfall, although the early months were very dry and as a consequence growth was considerably below the average.

The greatest injury at the nursery occurred in the case of freshly transplanted evergreens, aud to a very great extent in the one year old plots elm and ash seedlings. These suffered both from drying out and from the late frosts. In the case of elms nearly 70 per cent of the seedlings were lost, and of the ash about 40 per cent. One of the hard frosts occurred just as the newly sown ash seed was germinating, thus destroying nearly 50 per cent of the stand in these plots. This will considerably reduce the stock available for distribution in 1912. The Manitoba maple seedlings, with the exception of only two plots that had to be resown, suffered but little.

In reference to the effect on the plantations throughout the west the reports of the tree planting inspectors are very much more favourable than might have been expected. So far as the older planted groves and shelter belts were concerned the drought and frosts had but little ill effect other than in reducing the average annual growth. The plantations set out in spring, however, suffered severely in the most unfavourable districts, in spite of the best handling and subsequent cultivation.

This season, above all others, has proved the undoubted benefits resulting from a thorough preparation and cultivation of the land prior to planting. Even in some of the driest districts good results followed planting on well prepared summer fallow, while trees on backsetting or even root and garden land failed entirely. Naturally the conditions of 1910 are regarded as exceptional, but the tree planter can always be safe in preparing his land to suit a dry season. The extra cultivation will pay in any case, and in a dry year will make just the difference between success and failure. The wise man will, when his conditions permit, invariably summer fallow for tree planting. There may be certain individual cases where summer fallowing is not possible, as in the case of a new settler, when backsetting must be relied upon. If this is done early in the previous season so as to get the benefit of the summer rains, and is subsequently surface cultivated at frequent intervals, good results may be confidently expected in years of average rainfall, but for very dry seasons the risk of failure on such land is great.

INSPECTION WORK.

The following members of the staff were employed on the general inspection work during the past summer: A. Mitchell, A. P. Stevenson, J. Caldwell, A. Mackintosh, W. Guiton, Jas. Kay, Jas. N. B. McDonald and William Macdonald. Brief reports from several of these inspectors are appended herewith.

The demand for stock and assistance in tree planting shows no signs of abating. The numbers of applicants on our books increases rapidly, but our facilities for providing the necessary stock cannot possibly keep pace with the demand, notwithstanding addition to the nursery station. In 1905 we had, to commence with, 160 acres ; later this was increased to 320 acres, and last fall another quarter section was added, bringing the total area at the present time up to 480 acres. This is a very considerable acreage and if it could all be devoted to nursery purposes would produce an enormous quantity of stock. Unfortunately a very large portion is not well suited to nursery work, but will be particularly useful for demonstration and test plantations. A considerable portion of the quarter section just added can be used for propagating regular stock, but as it is at present virgin prairie at least two years must elapse before it can be put under seedling stock.

During the earlier years of this work we made a practice of furnishing as many trees as a man could look after and had prepared ground for. and the supply was continued each season, provided the applicant still wished to increase his plantations. Now matters are very different. It has become necessary to curtail the lists of those to receive trees in every possible manner in so far as this can be done without being unjust to any and always keeping in view the object for which this tree distribution of trees was started, namely, to encourage by practical demonstration, a more general interest in tree planting in the prairie districts. By limiting the number of trees for a single farm to what can be supplied in two seasons it is thought that enough trees can be given to set out a sufficiently large shelter belt or plantation to demonstrate the best methods of planting and the rapid results that may be realized. If the plantations are successful the farmer will then be encouraged to add to them at his own expense. In all our recent shipments it has been the policy to include a considerable proportion of such varieties as can easily be propagated from cuttings, so that the settler, when unable to obtain further supplies of stock from the department, will be in a position to take cuttings from his own trees and thus add to his windbreaks almost indefinitely, with a minimum expense.

The number of trees available for distribution is only slightly in advance of last spring, the supply being considerably reduced owing to the extremely unfavourable conditions in late winter and early spring.

——	1909.	1910.	1911.
No. of applicants on inspectors' books	5,723	8,318	8,036
No. of applicants to receive trees	2,010	3,173	3,285
No. of trees distributed	2,570,000	2,533,600	2,636,100
New applications	2,235	3,832	2,656

OFFICE WORK.

The work in the office naturally increases in proportion to the applications received. The staff this winter is the same as last year with the addition of another inspector. Outside of the usual work connected with the filing and indexing of applications and the general correspondence connected directly with the distribution work, there has been a very great increase in the number of requests for detailed information on special points connected with tree planting and the planning of farm shelter belts. From such inquiries we would judge that there is a rapidly growing tendency, on the part of the farmers in all districts, to improve the appearance of the home surroundings, not only by establishing shelter belts, but also by providing for effective, but economically laid out ornamental grounds including lawns, shrub and flower borders. We have had many requests for plans suitable for such farm grounds, and as far as possible detailed suggestions have been furnished to meet individual requirements. Many plans have been sent in by farmers showing objectionable or unsuitable features in connection with their present lay out, asking for suggestions for improving these conditions, either with the view of making the plan more convenient or else more effective from an ornamental standpoint. Such inquiries are very encouraging, as they show without doubt that genuine interest in this work is increasing and that the value of tree planting on the farm is being more fully appreciated.

	April 1, to Mar. 31, 1909-10.	April 1, to Mar. 31, 1910-11.
No of plans prepared	1,714	2,778
No. of pieces of mail received	12,447	14,492
No. of pieces of mail sent out	*16,059	*19,402
No. of new files added	3,902	3,969

* This does not include bulletins, these being sent out from the office at Ottawa.

EXHIBITS.

Last spring small plots were prepared and planted out on the exhibition grounds at Calgary and Brandon. A more detailed description of these plots is given in Mr. Mitchell's report. Unfortunately, owing to the abnormally dry season experienced at both these points, the results could not be considered altogether satisfactory. We hope, however, to replant these plots this spring with better success. The usual inside exhibit of enlarged photographs, &c., was made at each of these points during the summer fairs.

LECTURES.

Farm tree planting is a subject that is now receiving a considerable amount of attention at the Provincial Farmers' Institute meetings. During February and part of March Mr. Mitchell and Mr. A. P. Stevenson were engaged in this work; Mr. Mitchell in Saskatchewan and Mr. Stevenson in Saskatchewan and Alberta. I myself have attended meetings in Regina, Calgary and Winnipeg.

NURSERY WORK.

With the exception of the unfavourable weather in the spring, which resulted in the loss of a large number of one-year old ash and elm, and the freezing of a considerable proportion of the freshly germinated ash, the conditions at Indian Head, as far as precipitation during the summer is concerned, were good. All the young plants made a good growth and the seedling stock is fully as large and well rooted as in past seasons.

The area devoted to the different varieties was as follows:—

Broad Leaf:		
1 year maple	17½	acres
2 year ash	13	"
2 year elms	5	"
1 year Caragana	1	"
Willow cutting stock	3	"
Russian poplar	1	"
1 year ash	20	"
	60½	"
Conifers:		
Transplanted tamarack	1	acre
Transplanted evergreen conifers	3¼	"
Conifer seed beds	1	"
	5¼	
Total area under nursery	65¾	acres

The following stock is available for distribution this spring:—

1 year maple	1,251,100
2 year ash	487,275
2 year elm	34,650
1 year Caragana	40,450
Willow cuttings	600,000
Russian poplar cuttings	150,000
Cottonwood seedlings (imported)	99,000
Soft maple (*A. dasycarpum*)	1,000
White birch	1,000
Tamarack	11,420
	2,675,895

The following evergreens are also large enough for planting, and will be used for setting out in test plantations or windbreaks on the nursery:—

6	year	transplanted	Colorado spruce	8,890
5	"	"	Scotch pine	830
5	"	"	White spruce	800
5	"	"	Norway spruce	1,400
4	"	"	Norway pine	2,800
5	"	"	Balsam fir	600
Total				15,320

Or total stock large enough for planting out of 2,691,215.

With last spring's (1910) distribution a number of Scotch pine, white spruce and Norway spruce were sent out. Reports regarding the success of these are on the whole as favourable as could be expected in view of the unfavourable weather conditions.

Tree digging was commenced on September 27 and completed October 20.

During late fall the following areas were sown:—

Ash, 20 acres at the rate of 28·5 lbs. seed per acre.

Caragana, 2 acres at the rate of 40 lbs. seed per acre.

We have sufficient maple seed of old stock on hand to sow from 10 to 12 acres in the spring.

COLLECTION OF SEED.

As far as ash, elm and maple are concerned, the seed crop was a total failure, not only in this locality, but throughout the entire west, including the Dakotas and neighbouring states; so that it was an absolute impossibility to secure any fresh crop seed.

About 80 pounds of Caragana seed was collected, partly on the nursery here, and a portion near Rosthern, a point on the Regina-Prince Albert line.

The following cones were shipped in from the different reserves and the seed extracted and cleaned here.—

White Spruce.—95 bushels. Most of these cones, however, were empty, the collectors evidently not having had enough experience in this work. Only 6 lbs. of seed was extracted.

Black Spruce.—5 bushels. 1 lb. 4 oz. extracted.

Douglas Fir.—5 bushels. 2 lb. 5 oz. extracted. These were also partially empty cones.

Bullpine.—92 bushels. 111 lbs. extracted.

Jackpine.—15 bushels. 7 lbs. 2 oz. extracted. For some reason, no matter how high the temperature, it seemed impossible to properly open these cones.

Lodgepole Pine.—135 bushels. 60.5 lbs. seed extracted.

Scotch Pine.—3 bushels. 1 lb. 12 oz. seed extracted.

These cones were picked from trees about 25 years old, growing on Mr. A. R. Stevenson's farm in southern Manitoba. It will be interesting to note whether any difference will be apparent, regarding the hardiness of the seedlings as compared with stock propagated from the European seed.

CONIFERS.

Seed Beds.—Some 6,200 square feet of new seed beds were sown last spring, composed chiefly of Scotch, jack and lodgepole pine, white spruce and tamarack.

Transplants.—The transplants suffered very heavily this season, owing to the dry weather and strong winds, coupled with heavy night frosts during and immediately after planting.

The following seedlings were set out, all two year old stock:—

Scotch pine	53,378	
Lodgepole pine	36,791	
Jackpine	24,609	
White spruce	102,226	
Siberian larch	5,800	
Tamarack	11,300	
Colorado spruce	7,992	
Total	242,096	
		242,096

Of these the Scotch pine suffered most. They were the last to be set out and experienced a very severe frost immediately after planting before they had any chance to recover from the shock of moving. The tamarack and jackpines suffered least, only a small percentage of these failing; these were set out very early and had a chance to get partially established before the most severe frosts.

The white spruce was rather badly damaged, all the new growth was frozen on June 1. This was also the case with the older transplants and the established trees in different parts of the nursery. None of the other varieties were at all injured in this way, though the pines at the same time had a soft new growth of 2 to 3 inches.

The Norway spruce and Colorado spruce also escaped as they had not at this date started into new growth.

The white spruce that were frozen made no new growth during the season, consequently a large stock of older transplants which otherwise would have been ready for shipping this spring will have to be carried over till 1912. An unusually stocky lot of plants should, however, result from this freezing.

The Siberian larch are difficult to handle as they commence to bud very early in the spring, almost before the ground is fit to move them. They do not stand transplanting if the new growth is at all advanced.

Some 60,000 older transplants of Scotch pine, white spruce and Norway spruce were dug and distributed as before mentioned.

PERMANENT PLANTATIONS.

The growth in all the older plantations was very good. Some of these plantations are now of considerable height, the earliest plantings having been made in 1904. Among the conifers the larch, white spruce and Scotch pine, all of which varieties have been extensively planted, are showing splendid results. It is hoped to make accurate measurements in these plots this season, which will be interesting in showing not only the actual development of the individual trees but the relative rates of growth of the different varieties under practically similar conditions.

Among the broad leaf plots the Russian poplar plantation at present shows the most rapid development, a mixed planting of maple and cottonwood in alternate rows being almost as high. The elm and ash planted at the same time (1906) have made only about half the growth.

The native white birch is proving a very rapid grower in the mixed plantations.

A point of considerable interest is demonstrated in the comparison of two adjoining one-acre-plots. These were set out in 1906, the trees four feet apart each way. One plot is pure cottonwood, the other cottonwood and maple in alternate rows. The soil is good clay loam on level ground. These plots were established with a view to demonstrating the advisability of setting out a pure planting of cottonwood on upland prairie; though it was hardly expected that bad results would be apparent so soon after planting. Both plots received the same treatment as regards cultivation, but there is no comparison as to the value of the two plantations even now. The average height of both plots is about the same, namely: about 13 feet, but the pure planting of cottonwood is very open and the soil covered with a thick growth of weeds and grass, many of the trees have died out and the plantation as a whole has a poor appearance. Where the cottonwoods are mixed with maple, however, the trees appear much stronger, the ground is well covered and but little grass or weeds can be seen. It is a well known fact that the light-demanding trees, such as poplars, ash, birch, &c., do not thrive or develop to best advantage in pure plantations as they do not form a dense enough shade to check soil evaporation or choke out a growth of grass and weeds. Such trees should only be planted in mixture with a shade-bearing variety. The only tree of this class that we have which can be extensively used in prairie plantations is the Manitoba maple. This is the chief reason why such a large proportion of the seedlings sent out from the nursery station are of this variety.

In the Saskatoon district some fair sized plantations of pure Russian poplar were set out eight or ten years ago. These also now show the ill-effects of pure planting; while in the same district old plantations of mixed Russian poplar and maple appear to be in thriving condition.

Nineteen and a half acres of new permanent plantings were set out this season (1910). Among these plantations was included a four-acre plot of Norway spruce mixed with caragana, spaced 4 feet x 3 feet 6 inches. The spruce were 5-year transplants grown from seed on the nursery station. Although the planting season was not favourable but very few of these spruce failed to live. It will be interesting to note the development of this plantation, as this variety has never been extensively planted in the west.

This spring (1911) about 9 additional acres will be set out, mostly to Colorado spruce and Norway or red pine in mixture with caragana. The red pine as far as we can learn has not been tested at all in prairie plantations and perhaps may not prove hardy when fully exposed, though in the seed beds and transplant rows the young plants have made a good strong growth and have shown no sign of winter injury.

VARIETY PLOTS.

The following new plots were planted:—

Norway spruce—(*Picea excelsa*).
Norway spruce—Variety—(*P. excelsa septentrionalis*).
Engelmann spruce—(*Picea engelmania*).
Western white pine—(*Pinus flexilis*).
Norway or red pine—(*Pinus resinosa*).
Bullpine—(*Pinus ponderosa*).
Douglas fir—(*Pseudotsuga douglasii*).

These plots, however, were not very succesful, owing to unfavourable conditions at planting time.

ORNAMENTAL GROUNDS AND SHRUBBERY.

All early flowering shrubs and perennials were a failure this season as far as blossoming is concerned, the late spring frosts killing all undeveloped flowers. The later blooming shrubs and perennials, however, made a good show, notwithstanding the hot and rather dry summer. The most effective low shrub we have is the single, red, Japanese Rugosa rose. Although these were frozen to the roots in the spring they sprung up again quickly and bloomed very freely during the late summer and fall. The grounds are developing well, the grass lawns showing a particularly fine matted turf. In the shrub borders some thinning was done in order to allow a freer development of the remaining specimens.

PLOUGHING AND FARM WORK.

Thirty acres of breaking and backsetting were turned over this season. This completes the breaking on the northwest quarter added to the nursey in 1907, so that all the available land on the north half of this section is now under cultivation. The southwest quarter, which was added to the nursery in July, has been inclosed with a good panel wire fencing on cedar posts. This quarter has a heavy growth of wolf willow and poplar scrub; about 50 acres of this was cleared off ready for breaking this summer (1911). 30 to 40 acres of summer fallow and from 20 to 30 acres of other ploughing in the nursery plots was done; 20 acres were put into oats, from which about 1,500 bushels were harvested; 8 acres were seeded down to rye grass for hay.

SOME CHANGES.

A rather important change in connection with the distribution has been decided upon to take effect in the spring of 1912. Up to the present time the department has borne the expense of transportation of the trees from Indian Head to the applicant's nearest express station. This cost will, on and after 1912, be paid by the applicant receiving the trees. The chief reason for this change was owing to the fact of so many complaints being received here of the non-delivery of trees at destination or undue delay during transit. At many points it appears that the agents of the express companies were careless in regard to notifying the consignee upon arrival of the trees, and as a consequence several shipments were reported dried out owing to delay in delivery. It is hoped that when the shipments are not prepaid the express agents will be more prompt to make delivery, and should the trees be delayed in transit the consignee can refuse delivery and the company would then lose transportation charges. The individual charge on such shipment is small, amounting to an average of perhaps 50 or 60 cents, and no farmer can look upon the payment of such a sum as a hardship, covering as it does from 600 to 1,000 or more trees. To the department, however, the aggregate amounts to a considerable figure. Last year our express charges were $2,000. Such a sum could well be spent on further developing the work along more productive lines.

Another change, or rather development, decided upon is in connection with the proposed distribution of coniferous evergreens. Such varieties as native spruce, jackpine, Scotch pine and other promising kinds are to be propagated for distribution in limited numbers. These are to be given out at a nominal cost of $1 per 100 for 4 and 5 year old transplants of a suitable size for permanent planting, no applicant to receive more than 500 and not less than 100. These evergreens will be supplied only to bona fide farmers for planting on their farms, and each applicant will be required to make an affidavit to that effect, and also that the young plants will not subsequently be sold as nursery stock. There is a very large inquiry for evergreens at the present time, and as this is the class of tree most suitable for windbreaks under our conditions, it is hoped to encourage this planting to some extent by such a distribution. But very limited stocks of evergreens are propagated by the commercial nurseries in the west and the average farmer cannot afford to purchase more than a few specimens, at the current prices, which does not permit the setting out of a closely planted windbreak, which would be of inestimable value on the farm.

Your obedient servant,
NORMAN M. ROSS.

No. 14.

REPORT OF ARCH. MITCHELL, ASSISTANT IN TREE PLANTING DIVISION.

Forest Nursery Station,
Indian Head, Saskatchewan, March 9, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

Sir,—I have the honour herewith to submit my third report as assistant in the Tree Planting Division of the Forestry Branch.

After finishing the office work in connection with the distribution of trees from the nursery, I went on May 5 to Calgary to plant the demonstration plot in Victoria Park, the exhibition grounds there. The main plot is situated at the entrance to the grounds, and will be seen by every one who comes to the exhibition, and cannot fail to be beneficial to the country as an object lesson in prairie planting. It consists of both deciduous and evergreen trees suitable for that portion of Alberta, and arranged so as to demonstrate the best methods of mixing the varieties. There are besides, seed beds of maple and ash, and of the conifers likely to succeed on the prairie, and also cutting beds of willow and Russian poplar.

The whole has been well fenced by the corporation, and the plantation will no doubt in time be very useful in demonstrating what can be done in the way of tree planting on the prairie.

Besides the main demonstration plot, there are two other smaller ones illustrating the grouping of hardy shrubs and perennial flowers. This is a subject very few people know much about, and no planting demonstration is more necessary than this in Alberta.

After finishing this planting I went about a week with a new inspector, Mr. W. Macdonald, down the Soo line, to give him some idea of the actual work in the field. About June 25, I went again to Calgary to take charge of the forestry exhibit at the fair there. This was similar to last year and created a great deal of interest. After Calgary, I went to the Brandon exhibition as in previous years. This year the Brandon exhibit has also been improved by the addition of two demonstration plots in the grounds close by the building. in which the forestry exhibit is held. One of these is used to demonstrate methods of propagation, and consists of seed beds of conifers, maple and ash, and cutting beds of willow and Russian poplar. The larger plot is really a test of various conifers as well as a demonstration. The trees are arranged in irregular groups with a curved walk passing through the plot to admit of their being studied, and the arrangement will no doubt in time be of much interest to the visitors at the exhibition and of value to the province.

After Brandon I entered on my usual inspection trips. My district this year was along the Grank Trunk Pacific in Saskatchewan and Alberta, and the Pheasant Hills branch of the Canadian Pacific railway, west of Saskatoon, as far as Cadogan, Alberta.

There were 537 men on my list, and of these 253 will get trees in 1911. making a percentage of 47 who had land ready for planting. This is a little less than last year, and the slight decrease may be safely ascribed to the very dry season, which tended to cripple the farmer's resources and induced him to postpone his planting operations.

The prosperity of a locality has usually a very direct influence in stimulating tree planting.

The planting conditions of 1910 were without a doubt the worst ever experienced in the history of the Planting Division. Spring opened early, but was followed by a sharp freeze, which delayed packing quite considerably, and this was followed by a rapid thaw, and when the young leaves were beginning to appear, a succession of heavy frosts destroyed them. To cap these unusually untoward conditions, the driest summer on record over the greater part of the country followed.

The percentage of living trees in the 1910 plantations is consequently considerably lower than other years, and yet, considering a season when very little else than the trees grew in many localities, it was wonderful.

Among deciduous species the percentages were: Maple, 71 per cent; ash, 76 per cent; elm, 87 per cent; cottonwood, 8½ per cent; willow, 65 per cent; Russian poplar, 49 per cent.

The elms were probably the best ever sent out by the forestry branch, and yet only 87 per cent were living. In a normal year it would have been 97 per cent or over. The cottonwoods did very badly, but fortunately the number sent out was not very great, only about 10 per cent of the whole.

Quite a percentage of the willow and Russian poplar cuttings failed to strike, but this was possibly attributable in many cases to faulty planting as much as to the dry weather. Instead of planting cuttings deeply in the ground and leaving about an inch sticking out of it as directed in the printed instruction sent them, some men seemed to read the directions the reverse way, and planted the cuttings about two inches in the ground, leaving five or six inches sticking out. Loose planting, too, had a good deal to do with keeping down the percentage.

Quite a number of conifers were sent out this spring, and it is unfortunate that the first trial distribution should have been in such a dry season. They were sent only to men who had already succeeded well with their deciduous plantations, and who could consequently be expected to plant and take good care of the trees. They thus were cared for just as well as could be looked for in such a widespread distribution. The jackpines and tamaracks probably suffered more than the others, as they are the first to commence growth.

The following is the percentage of living trees among the conifers:—Tamarack, 47 per cent; Scotch pine, 61 per cent; white spruce, 68 per cent. A very small quantity of Norway spruce was distributed, and very few of them were in my district, but 100 per cent were living. The Norway spruce usually has a good root system, and bears transplanting well, and of course a good deal depends on the planter.

I returned to the office on October 28. On November 28, I took part in a series of institute meetings west of Saskatoon, in connection with the extension work of the University of Saskatchewan. There were nine meetings altogether, and the attendance was very good, and a good deal of interest was manifested in tree planting and kindred subjects.

Your obedient servant,

ARCH. MITCHELL,

Assistant in Tree Planting Division.

No. 15.

REPORT OF A. P. STEVENSON.

DUNSTON, MANITOBA, February 1, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit the following brief report on my work as tree planting inspector in conection with the work carried on in Manitoba by the Forestry Branch of the Department of the Interior during the season of 1910.

On June 1, I visited the Forest Nursery Station, Indian Head, Saskatchewan, to see Mr. Ross and discuss with him the lay out and management of the inspection work in my district for the coming season and also to receive lists of persons to be visited, together with writing case and all necessary papers used in connection with the work. It was also a great pleasure while there to note the valuable work being carried on at the Forest Nursery Station, in the way of object lessons, in the testing and growing of all the hardy varieties of trees, in order to prove their suitability for western conditions. Without doubt it is an inspiration to the inspectors and will encourage them in their work of instruction and inspection among the people during the summer.

Inspection work commenced on June 4. This was ten days earlier than in previous years and was found necessary on account of the very early spring and the increased number of persons on the list furnished to be visited during the season.

The winter of 1909-10 was a fairly average one, with rather less than the usual amount of excessive cold weather. In the southern part of the province of Manitoba the snowfall was light and on this account a considerable amount of killing back was noticed among the trees that were planted out the previous year, especially on knolls or high locations that were exposed to the full force of the wind.

Where a fair depth of snow lay no injury was noticeable, showing conclusively the great benefit a good covering of snow is to young plantations of trees, and in fact to everything of a perennial nature planted in the ground in this country.

Conditions were just right in spring for the planting of young trees, everything looked favourable and during the early part of June I never saw the young plantations looking better, but dry weather set in about the middle of the month and continued almost unbroken for three months.

The district assigned to me for the inspection of tree plantations was the Canadian Pacific main line in Manitoba, and all south of that to the international boundary. The Canadian Pacific Pembina branch and the Carman-Hartney sections suffered most from drought. To the north of these lines conditions as to rainfall gradually improved.

On the Canadian Pacific Pembina Branch and Canadian Northern Carman-Hartney sections I would estimate that barely 50 per cent of all the trees set out, spring of 1910, are alive at the present time.

On the Glenboro' branch 65 per cent are alive, on the Canadian Pacific main line 75 per cent are doing well, and when the conditions as to rainfall are considered this showing is remarkably good and could only be accomplished when trees were planted in well prepared land.

Maple were the best drought resisters, and cottonwood the worst. The drought appeared to have no injurious effect on trees set out in previous years, well established plantations showing as good results as to growth and vigour as in previous years. Insect pests were scarce and did no damage worth noticing. Even the vagabond gall, so troublesome in other years on the cottonwood, was entirely absent.

The care and attention given the young plantations during the past season are fully equal to that of any other year, and planters are realizing as never before how necessary it is to have their land thoroughly prepared before planting, and years of experience in inspecting forest tree plantations under almost every condition have only deepened the conviction that this is one, if not the main, essential to the successful growing of trees on the prairie.

We find the Russian willow to be still growing in favour, its quick, sturdy, vigorous growth, when thoroughly established, being very much in its favour. Too shallow planting is often the cause of considerable loss with this tree, more than with some other varieties, on account of its being usually propagated by cuttings, and the advice has to be repeated time and again as to the necessity of sinking the cutting deeply into the ground so that only one bud is left exposed.

Occasional inquiries were also made, in the newer districts, about the Russian poplar. I strongly advise against the planting of this tree in southern Manitoba, principally on account of its liability to disease. On the other hand I notice it is doing well in some parts of Saskatchewan, being so far exempt from disease. Where this condition exists the tree is well worth planting where quick results are desired, as it is certainly the hardiest quick growing variety we know of.

I notice also the increasing interest taken by our tree planters in the laying out and growing of a snow-break in connection with their shelter belt proper. The necessity for a snow-break becomes more and more evident as the trees in the shelter belt grow older, and the danger increases of their liability to be injured and broken down by heavy snowdrifts among the trees. Russian willows are perhaps the trees best adapted for the purpose of a snow-break, on account of their tough, pliable limbs bending under the weight of snow.

The number of applicants on my list to be visited during the season was 640 and of these 200 were persons applying for the first time to get trees.

All inspection work for the year was completed by November 16. During parts of the months of November and December, 1910, and January, 1911, a series of Farmers' Institute meetings were addressed in the province of Saskatchewan. The meetings were all held in the prairie districts of the province. A series of Farmers' Institute meetings will also be held in the province of Alberta during the month of February, at which I will speak. At all these meetings the subjects dealt with are the outlining and explaining of the co-operative tree planting scheme of the Forestry Branch, the proper preparation of the soil before planting trees, their proper management after planting, right distance of trees from buildings, and all further advice that may be necessary for the successful growing of a tree plantation on the prairie.

Your obedient servant,

A. P. STEVENSON.

No. 16.

REPORT OF ANGUS MACKINTOSH, TREE PLANTING INSPECTOR.

HEADLANDS, SASKATCHEWAN, December 26, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit to you a brief report on the tree planting inspection work with which you intrusted me in 1910.

The territory allotted to me was that intersected by the Pheasant Hills branch of the Canadian Pacific railway from Kirkella to Saskatoon, and the Prince Albert railway from Saskatoon to Regina. I had about 680 names on the lists given me and I began work on June 7 and finished on November 7.

I found that quite a number of the plantations between McAuley and Tantallon were injured by the severity of the previous winter, but as the trees were not killed outright most of them will spring from the ground again. There were also a good many failures amongst the trees planted out in that district last spring, mainly on account of the dry state of the soil at the time of planting, and lack of rain after. As I worked westward, however, matters began to improve, and both the old and young plantations looked better. That satisfactory state of things continued until I got to the northeast side of the Last Mountain lake, when short crops and many failures amongst the last planted trees again told their tale of lack of rain. The country from there to Saskatoon, and from Saskatoon to Chamberlain also suffered more or less from drought, and the percentage of failures amongst the young trees was larger than usual. I estimate the average loss amongst the trees planted last spring, over the territory that I inspected, at 12 per cent. In places it was more; in other places less. I may here remark that the failures would have been fewer if all the recipients removed the trees from the railway stations on their arrival there, and either planted them right away or heeled the bundles into the ground and watered them, instead of allowing them to lie for days at the railway, and after that putting the packages unopened into cellars or outhouses until a convenient time for planting presented itself. The largest percentage of failures was amongst the cottonwoods, and next amongst the elms, maples, and willow cuttings. The ash with its tufty fibrous roots came out best.

The older plantations, excepting those already referred to in the eastern part of my territory, stood the winter well, and cases of cutting back or killing by the storms were few and far between.

To the delight of quite a number of the best tree-planters on our lists, a few conifers were distributed this year; but I am sorry to say the failures amongst them have been many. About 50 per cent of the tamarack and 35 per cent of the spruce and pines failed. The failures amongst the former are doubtless partly due to the trees having come direct from the swamps of Manitoba, and therefore did not have the fibrous roots of nursery raised trees; while the failures amongst the spruce and pine may be partly attributable to the planters who handled them as if they were the deciduous trees they had been accustomed to get. A few minutes' exposure of the roots of conifers to a hot sun or drying wind is the death of them and I think that some, at least, of the trees distributed have been lost in that way. Then, the drought in many cases was detrimental. I have tried to impress upon the recipients the necessity of great care, and I hope the next lot distributed will fare better.

It gives me pleasure to be able to give a very favourable report of the progress the plantations that were made four, five and six years ago are making. They have not got hardened and acclimatized to their bleak and storm swept surroundings, and although the annual growth may not be so great or marked as in the case of younger trees, there is no headway lost. Many of them are now attractive features of landscapes much in want of the attractiveness that only trees can give to bleak and bare places. But much remains to be done yet before the homes of the settlers shall all have as their setting even a fringe of trees.

Your obedient servant,
ANGUS MACKINTOSH.

No. 17.

REPORT OF WALTER B. GUITON.

Forest Nursery Station,
Indian Head, Saskatchewan, March 9, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

Sir,—I have the honour to submit to you my fourth annual report of tree planting inspection work as carried on through the co-operation of the Forestry Branch, Department of the Interior.

Since sending in my last report, I have been employed during the winter in the general routine of office work until March 28, when I went out to the forestry station to assist with the planting and the general spring distribution of trees until June 1, when I commenced inspection work.

The districts assigned to me were: Main line Canadian Pacific railway, from Regina west to Maple creek; Crowsnest line, Seven Persons to Cowley; Alberta irrigation lines, Stirling to Cardston, and New Dayton to Coutts, Alberta.

There were 1,099 applicants on my lists to visit this summer; 600 were new applicants, 347 of whom will receive trees. The others will be carried over another year, thus allowing them more time to cultivate their ground. The total number of both old and new applicants to receive trees in the spring of 1911 will be 577. The total number of trees recommended by me this year was 577,100, but owing to the scarcity of stock this has been reduced to 423,750, thus bringing the average of trees per man to about 750.

The idea of the applicant raising his own trees from cuttings and seed, was advocated this summer, and met with the approval of many.

On June 1, I commenced my tour of inspection at Pense on the Canadian Pacific railway main line. About this time we had an exceptionally heavy snowfall which seriously retarded the progress of the already well advanced tree growth. The tender shoots of young seedlings were slightly frozen, but this setback has apparently not injured the young trees to any great extent. I found the trees which had been planted several years doing exceedingly well, and shading the ground sufficiently to prevent a vigorous growth of weeds, which are such a menace to the younger plantations.

The conifers, especially the Scotch pine, have done very well in this district where instructions have been followed regarding the shading of plants until they recovered from the strain of transportation and replanting. From Grand Coulee to Pasqua the tamarack or larch were, when seen, very brown, but hopes were expressed at that time for another growth. The plantations already planted were one continuous example of the good work of the Tree Planting Division. Amongst this year's plantings, I noticed repeatedly, cases where willow cuttings had been planted too shallow, with a consequent poor result. That the willow cuttings when properly planted will afford in a short space of time a splendid protection for the other trees when planted on the outside edge, is already illustrated in many places along my route. In the district from Morse to Moosejaw and extending 70 miles south, the country is quite bare of timber. There are places, however, where the efforts of settlers in the direction of tree planting are a pronounced success, provided the trees are suitably protected from stock, and the trees thoroughly cultivated between the rows during the growing season.

The remaining districts in Saskatchewan were from Swift Current to Maple creek. Here I found conditions altogether different from those in the districts already mentioned. Lack of rainfall accounted for a number of failures, but shallow planting was one of the chief causes.

On August 12, I commenced inspection work in Alberta at Seven Persons. This district, as in all parts of Southern Alberta, suffered to a large extent from drought. The trees planted in previous seasons have stood the winter well, but the growth this year has not been so good as in former years, averaging from 6 to 12 inches. Trees, like other crops in Alberta, suffered from lack of rainfall, but where planted on well worked summer fallow, the percentage of failures was small, illustrating what can be done even with a minimum of rainfall.

The coniferous trees did not stand the transplanting and rough treatment to which many of them were subjected. From lack of knowledge of these particular trees, they were frequently exposed to sun and wind when planted, but the chief cause of failure seems to have been in the process of planting, from allowing the roots to dry out, and this with coniferous trees does not take many minutes.

At Lethbridge, plantations are grown under two systems, namely, cultivation and irrigation, and while under the influence of the latter method trees are encouraged to make a larger annual growth, it has been the aim of the forestry branch to direct efforts towards raising trees by methods of cultivation for conserving moisture, rather than under irrigation. The results have justified these efforts in demonstrating that trees can be grown successfully in this district, and are not so liable to kill back during the winter. It had been found advisable by those following the irrigation method to turn off the flow of water during the second week in July, in order to allow sufficient time for the season's growth to ripen up before the frost comes. The land is irrigated again the last thing in the fall, so that it may freeze solid and lessen danger from winter evaporation.

The Mormon settlers, south of Lethbridge between Stirling and Cardston, have planted trees around their towns for a number of years, and many of these are now from 15 to 18 feet high. Behind them shelter many small plants such as gooseberries, raspberries and currants; even apples have been grown successfully for a number of years. The irrigation method is principally followed here.

A mistake often made by planters is that they would like to plant only fast growing trees such as Russian poplar, cottonwood and Russian willow. The advantage of having a good percentage of the more valuable but slower growing species is not yet fully appreciated.

This concluded my tour of inspection, and from close observation it is apparent that farmers already realize that the problem of affording suitable protection for house, buildings and stock from the bleak winds and heavy snowstorms of the prairie, besides providing a future asset in the matter of a home grown supply of fence posts and fuel, is easily solved with a little care and attention in the direction of tree planting. The trees, however, must not be planted too close to the buildings, and should be at least 40 to 50 yards away; the greater the number of rows planted, the sooner will forest conditions prevail.

Your obedient servant,

WALTER B. GUITON.

No. 18.

REPORT OF JAMES KAY.

FOREST NURSERY STATION,
INDIAN HEAD, SASKATCHEWAN, March 9, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit my third annual report on my work as inspector of plantations with the Forestry Department.

On returning in the fall from inspection work I at once commenced work in the forestry office. Later, I assisted with the packing and distribution of trees, after which I helped in planting out trees in the demonstration areas in the nursery.

I started inspection work on June 1, finishing on November 4. The district assigned to me was the Canadian Pacific railway, Yorkton branch from Portage la Prairie to Jansen; the main line Canadian Northern railway from Gladstone to Lloydminster; the Prince Albert branch, including the Swan river district and the Goose lake branch from Saskatoon to Alsask.

Last year (1909) the number of applicants on my list numbered 854; of these 510 received trees to the number of 410,600. This year (1910) the number of applicants totalled 879, of whom 522 are to receive 382,500 trees.

I commenced inspection work at Portage la Prairie, Manitoba, working the Canadian Pacific railway, Yorkton branch to Jansen. Along this branch I found the old and new plantations doing well, and in most cases well cared for, and combined with ample moisture, good growth had been the result.

On the Canadian Northern railway main line from Gladstone to Lloydminster the trees did fairly well. From Gladstone to Humboldt there was ample moisture for plant growth and the plantations made good progress. From Humboldt to Warman the season was dry and plant growth was not so vigorous. From Warman to Battleford more satisfactory conditions prevailed. From Battleford to Lloydminster drought was again in evidence, but even in the dry stretches of the country the newly set out plantations held their own and made headway.

The older plantations, owing, no doubt, to their deeper root systems, suffered very little. On the Canadian Northern railway main line and the Prince Albert branch north, round by Melfort and Tisdale, I found Indian or sweet grass to be the worst enemy of the plantations. The grass is very common in the northern parts of the country. The higher rainfall, no doubt, encourages its growth to a certain extent; wrong methods of breaking and improper cultivation afterwards being the cause of its continued presence in the plantations.

I therefore gave no trees for backsetting in the north country owing to this cause, advising a thorough tillage of the soil for another year before any planting was done. To insure success and save future trouble it is absolutely necessary to get rid of this grass before planting. Working up the land infested with sweet grass with a cultivator after planting only aggravates the evil as it breaks up the rhizome or underground stems and spreads them all over and through the soil. Digging it out with a fork or mulching are the only practical remedies to use after the plants are set out. It should be carefully watched the first year; it generally appears in small patches; these should be forked out and all parts of the grass carefully removed, as the smallest piece will grow if left in the soil.

On the Goose lake branch of the Canadian Northern railway, trees have almost without exception done remarkably well. Some fine plantations are to be seen around the country adjacent to this line. From Rosetown to Alsask on this branch the country is just being settled up; all the applicants in this part are new. It is a bare country and from the interest manifested in the work of tree planting there will probably be a large demand in the near future for trees from this part of the country.

Little fault could be found with the setting out of the young plants, willow and poplar cuttings being the only exceptions. These were, in a large number of cases, too shallow planted. Various excuses were given for this, but the only inference that could be drawn from them was that the spade is the best implement to use in setting out cuttings and tap rooted plants. Some planters used dibbles so thick that they had to be driven into the soil with a weight; hence, the cuttings were loose and shallow planted, the soil only being in contact with the cutting at the ground line. The result was that many failed to strike root, or, if they did so, died off eventually as the cuttings had too little sap remaining to support a permanent supply of roots and leaves.

Cuttings that appear to have rooted perfectly, frequently die off in light loose soils in the height or in the autumn of the first year. The reason for this is that in the early part of the season adventitious roots appear both upon the cortex and the callus of the cutting, and when the upper layers of the light loose soil dry up, the greater portion of the roots on the cortex, most of which are disposed horizontally, die off; that is, the tender rootlets nearest the surface shrivel up. When this is the case it often happens in the height of summer with a limited rainfall and great heat, that the roots which have originated in the callus of the wound, and which always penetrate the soil obliquely, are unable to supply water to satisfy the wants of the leafy shoots, which consequently wither.

In planting cuttings it is advisable to plant them with a slant, leaving just one bud above the surface, (as it is most essential to restrict evaporation from the cutting till it has an abundant supply of roots), to allow the plant to settle with the soil and render it more easily tramped and firmed; but care should be taken to see that the slant is not exaggerated, for if the cutting is brought too near the surface it will probably die off even after it has apparently become well established.

Maple and cottonwood have done well; the maple in all parts of my district. The cottonwood seems to have its limits as regards latitude. Too far north the texture of the wood is evidently too open to resist our early winter frosts. It does not ripen up the new growth early enough, and is therefore liable to be frozen back, with the consequent tendency to assume a bushy habit of growth. The fact of the stock coming from south of the boundary line may have something to do with this.

I saw many young cottonwood on the banks and sandbars of the North Saskatchewan river, much further north. They looked healthy and thriving enough, and I advised the planters in the vicinity to dig these plants up and use them for their plantations. They could get them in all sizes and quite easily, and much planting could be done in this way. Many people, no doubt, only require to have this pointed out to them to avail themselves of such material. Some have the impression that these plants and any seed of maple and ash growing in the locality are inferior and not worth troubling about, and many besides are often quite unaware that there is any such plant material near them.

Ash and elm have done well, and are giving satisfaction, the percentage of trees living being very high. It is gratifying to note that these trees find favour with an increasing number of planters. Willows and Russian poplars have done well when properly planted, but it is to be regretted that much slack planting is in evidence. It is highly important for several reasons that these plants should have a large place in prairie planting, for example, owing to ease of propagation, quick growth, and, at least in the case of the willow, for the toughness of their branches in resisting snowbreak, which render them invaluable for the outside of plantations.

The question of pruning is perennial; it is cropping up all the time, but when the bad effects of pruning trees in a shelter belt are pointed out the planter admits the error of it. Still, much judicious pruning could be done in the way of removing badly situated branches which would eventually break off from the weight of the snow, leaving ugly wounds. As this only means the removal of a few branches in the plantation, it does not materially affect the soil cover. Branches removed from poplar or willow can be planted as cuttings.

Another matter requiring attention is planting too near the edge of the sod. The outside row of trees never makes the best growth when planted too near the sod. Besides, weeds and grasses, such as brome grass and sweet grass, gain an easy entrance into the plantation. Three or four feet should be allowed, as this width gives a horse and cultivator ample room to run between the fence and plantation.

Owing, no doubt, to heavy rain in the beginning of September, which caused a late autumn growth, many maples and cottonwood were caught by an early fall frost and nipped back.

Injuries from insect pests in my district were practically nil, no serious injury having occurred. Attacks from fungoid diseases were also slight. I found maple and cottonwood in the Yorkton and Saltcoats district (principally cottonwood) attacked with coral spot disease (*nectria cinnabarina*), and I advised the owners to cut off the diseased portions and burn them. As this is a disease which, as a rule, only attacks soft wooded species, ash and elm are unlikely to suffer from it.

Evergreens sent out this spring (1910) have in nearly all cases been well planted and carefully attended to after planting. They have done as well as could be hoped for with such a dry season. The tamarack had the lowest percentage living. Most of the other varieties did well, but results will show up better next year.

On reviewing results, the care given the plantations, the percentage living and doing well, with the increasing interest taken in tree planting, go to show that this work is being appreciated very fully throughout the country.

Your obedient servant,

JAMES KAY.

No. 19.

REPORT OF JAMES N. B. MACDONALD.

FOREST NURSERY STATION,
INDIAN HEAD, SASKATCHEWAN, January 20, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit the following report of my third year's work as plantation inspector in connection with the tree planting division of the Forestry Branch.

After spending the winter in the office, I assisted with the spring work in the nursery; the shipping of plants to the different districts, and the usual planting and other work in the nursery grounds.

I started inspecting the plantations on June 1, my district being in Alberta the same as the preceding years, viz.: Canadian Pacific railway main line from Walsh to Cochrane, with Langdon-Acme branch; the Calgary-Macleod line to Granum; the Calgary-Edmonton line with Lacombe and Wetaskiwin branches, and the Canadian Northern railway line from Edmonton to Kitscoty.

The number of places to be visited on my list was 989 and of these 492 are to receive plants next spring. The average number of trees allowed each man is 725, making a total of 341,600 trees. This number would have been much greater if enough trees had been available to supply all the land prepared, as a good many men had land ready for 2,000 to 5,000 trees.

I found the plants of 1910 suffering badly from drought in Medicine Hat district; many of these had made no start at all in June. Plants put in shallow were all dried out, especially where the land had been deeply ploughed in spring to prepare for trees. This is contrary to our instructions and the printed bulletins which call for all ploughing to be done the season before planting; merely harrowing the ground in spring to conserve moisture and kill germinated weed seeds.

Great interest is taken in the work by the new settlers west of Medicine Hat, as the country is quite treeless. I found most of the ground applied for there, in good cultivation by the middle of June, having been broken early and backset.

Owing to the new railway lines not being opened, a large tract of this country lying east of the Red Deer river and 120 miles north to the Stettler district has not yet been visited. It is expected, however, that by the summer of 1911 two of these lines may be opened.

Several of the older places round Medicine Hat were setback badly with frosts in May and June, which caught cottonwood and maple bursting into leaf two or three times in succession. The ash was untouched, being very late coming into leaf in that district this season. Such killing back, however, does not hurt a plantation permanently, as the root system is always developing and a shorter, firmer growth is established among the quicker growing species.

Some of the best plantations in my district are round Gleichen. All the trees do well if cultivated; most of the cottonwood now standing eight feet high with only three years growth. This is without irrigation.

The Canadian Pacific irrigation system supplies this country and water is now used in a good many of the young plantations with good results. The best plot I saw planted in 1910 was in this district. It is necessary, however, to give the ordinary amount of cultivation as well as irrigation.

There is a large increase in the number of applicants in Strathmore and Langdon districts; 41 are to be supplied with plants next spring while only 8 received plants in 1910.

As this part of Alberta is treeless for more than 150 miles square, the settlers seem to value the trees very highly and no doubt quite a number of good plantations will soon be seen in this district. Native willow and balm of gilead are already showing along the irrigation ditches from seed blown into the river and carried along the lateral canals.

I found conditions similar on the Calgary-Macleod line. The young plants of 1910 suffered much from lack of rain, but the older plantations were much better. They came through the winter well, starting fresh growths from the tips, and that had a marked effect where grass and weeds had gained some hold in the older groves. Many, especially the maple, seemed to have mastered the rank, objectionable growth with their dense foliage in early summer.

I was pleased to find that trees came through the winter well in the Airdrie and Crossfield districts. Several of the older places looked well, as there was very little winter killing and growth was good despite the dry season. Trees in this district have been badly killed back in previous years, especially cottonwood.

The policy of the planting division in the last two years has been to substitute the cottonwood with Russian poplar, and I was particularly pleased to find them doing so well. Further east from range 24 to the Red Deer river the trees are fine. A few of the groves can be seen for miles and are already giving good shelter.

Trees do well on the Lacombe branch extending east to Castor district. The young plants suffered from drought but the plantations of 1909 and earlier years were most satisfactory.

Conditions were also good on the Wetaskiwin branch, although the eastern part suffered from drought. There is more native bush along this line, and planting is not encouraged except in the open country. Fires have destroyed large tracts of native bluff since I travelled this part in 1909, changing the appearance of the country greatly. This is much to be regretted as this part of the country is being rapidly settled and the demand for fence posts, fuel and poles for many purposes is already large, not to speak of the shelter afforded by several good bluffs on a farm.

The young growth is very rapid after a fire, averaging two feet per year, and it is to be hoped that the settlers will protect a fair proportion of the young bluffs that are coming up. They will never get their farms furnished with trees at a cheaper rate, and it would pay each man to have ten acres of bluff on his farm.

The rainfall was better in the districts along the Canadian Northern railway line, and the effect of good cultivation was shown very plainly here in several cases. Where good care was taken the groves are healthy and making good growth, coming through the winter with very little damage. Plots of the same age which have been neglected and the moisture exhausted by grass and weeds or evaporated by minute cracks, seemed to suffer with the dry weather and with both summer and winter frosts, making little advance, although in some cases both places were on the same section.

Conifers sent to different parts of Alberta did very poorly. The long distance to transport, hot, drying winds during the planting season, and the lack of rain in May and June were the chief causes, as conifers suffer more quickly from any drying influence than the deciduous trees usually supplied. Russian poplar was supplied largely in the districts from Claresholm to Didsbury, but owing to the unusually dry season the cuttings made a poor start compared with other years. Some of the blame may be laid to careless planting, as quite a number were planted too shallow, and many not firm enough. This tree is doing well in all parts of the country, the wood ripening early in the fall and seldom being hurt by winter frosts.

Ash is doing very well except when planted in low spots, where it is liable to be caught with summer frosts.

After the third year the growth of ash is rapid and sure, as much as two feet being often made in one year.

Your obedient servant,

JAS. N. B. MacDONALD,

Tree Planting Inspector.

No. 20.

REPORT OF WM. MACDONALD.

FOREST NURSERY STATION,
INDIAN HEAD, SASKATCHEWAN, January 10, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my first report on tree planting work as carried on by the forestry branch.

After assisting in the general work of the nursery for eight months, I was transferred to the office on December 6, 1909, and there was engaged drawing plans for the guidance of planters, making out distribution lists for 1910, and other office work. On April 6, I was again assisting in the nursery, making cuttings, distributing trees and other spring work.

Leaving Indian Head on June 6, I commenced my tour of inspection, being accompanied by Mr. Mitchell for a few days.

The territory assigned to me was the Soo line, Drinkwater to North Portal, the Estevan line to Gainsboro', the Outlook branch, the Grand Trunk Pacific main line from Welby to Bradwell. After finishing the latter I received instructions to proceed to the Regina-Prince Albert branch of the Canadian Northern railway from Condie to assist Mr. Mackintosh, who was working on this route from the north. I inspected as far as Findlater.

The number of farms on my list to be visited was 1,080; of these 494 were new applicants, 358 of whom will receive planting material next year, while the remaining 136, who had not their land in proper shape for planting, will again be visited next season. In all, 688 applicants will receive trees and cuttings to the number of 501,605.

There was not much killing back of trees in the winter of 1909 and 1910, but the effects of the early spring were quite noticeable. Opening up as it did in March, with severe frosts later, maple and cottonwood shot into leaf were frozen back along with, in many cases, the previous year's growth. Here again the green ash and elm proved their worth as the trees of the future, owing to the fact that they do not come into growth so soon as trees of softer tissue do.

It is gratifying to find such enthusiasm among the farmers, especially those who have made a success of the plantations already set out under the directions of the forestry branch; many had bought stock from commercial nurseries to the number of 10,000 trees of various varieties, having had land ready for planting to the extent of from three to five acres.

At one farm on the Soo line, I was surprised to find seventeen acres set aside with the object of planting. In regard to the amount of land being prepared in this way, quite a number of disappointments were experienced with the small quantities of trees allotted this spring, and I have been asked to notify the amount to be shipped next season, so that arrangements may be made to purchase stock in time to plant in the spring the area prepared, rather than put in a root or grain crop.

Owing to the excessive drought and hot southwest winds which were experienced the latter part of June, seedlings and cuttings which were planted out in the spring were practically at a standstill, making little growth till well on in July, when a few showers and cooler weather set in. In a few cases I found the young plants and cuttings completely dried out, but this I attribute largely to delay at the various stations, although the applicants had received word from the department previous to their arrival. The feeling seemed to be one of disappointment to find the time lost in planting dead trees which might have been more profitably occupied on the farm during the busy season.

On the whole I am pleased to say that with few exceptions plantations visited were found to be well cared for and gave every satisfaction and that 70 per cent of the trees set out this spring are doing well, taking my district as a whole.

The conifers distributed this season did not make much growth, although most of the farmers who received them resorted to artificial watering; this I pointed out was not always to be recommended, as surface cultivation is usually all that is necessary for the conservation of the moisture.

Later in the season, owing to the continued dry weather, some discretion had to be used in the allotment of trees for new breaking. In many cases the sod was not properly rotted, and backsetting being delayed, the ground could not be worked into fit shape for planting next spring. In such cases it was sometimes hard to convince the farmer of the advantage of a season's delay.

One noticeable feature in the plantations this year was the absence of injurious insects, nor were the jack rabbits so destructive as they evidently had been in former years. I would say in conclusion that I almost invariably found the trees and cuttings planted with the spade do much better than where a furrow had been opened with a plough. The farmer usually has not the hired help sufficient to get the row planted closely after the plough, and the soil dries out badly before the work is finished, giving the young plants a poor chance to start growth. This style of planting is done with great success in the Forestry Nursery Station here, but there is a force of men on hand to get the trees planted as quickly as possible.

Very often the new settler cannot spare the time to open the ground with the plough, and plants with the spade in the evening with usually good results. Where practicable, I advise the use of the spade, thereby getting the plants firmer in the soil and more uniform in the rows.

I am, sir, your obedient servant,

WM. MACDONALD.

No. 21.

IRRIGATION SURVEYS.

REPORT OF JOHN STEWART, COMMISSIONER AND CHIEF ENGINEER OF IRRIGATION.

Calgary, Alberta, March 31, 1911.

R. H. Campbell, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

Sir,—On April 20, 1910, I sent out four engineering parties into the field for the purpose of making inspections and surveys of all irrigation schemes in the provinces of Alberta and Saskatchewan, two parties in Saskatchewan, one in Alberta, and one taking in all scattered schemes in the two provinces. Mr. R. J. Burley was in charge of party No. 1 in Saskatchewan, which included all territory from United States boundary to township 15, lying between ranges 18 and 27, west of the 3rd meridian. Mr. Fletcher was in charge of party No. 2 and covered all territory from the United States boundary to township 15, and from range 27, west of the 3rd meridian to range 28, west of the 4th meridian. Mr. Tempest had charge of the third party in Alberta and included the territory south to the boundary and east to range 8, west of the 4th meridian. Mr. MacKinnon took in all scattered work in the two provinces which could not be attended to by any of the regular parties without too much loss of time from their regular work. Each of these inspectors had written instructions to make inspections of all irrigation schemes in their respective territory, also to make surveys of all land applied for under the irrigation ssytem to prove whether the scheme was a feasible one, or not, as to irrigation and water supply, before a recommendation for the sale would be made by me. Under these instructions Mr. Burley made 132 inspections of irrigation schemes authorized and licensed, 26 surveys of land applied for, 28 traverse surveys of creeks and ditches, 21 final inspections and valuations, 50 gaugings of streams, and sent in to this office 158 reports on the same.

Mr. Fletcher made 75 inspections of irrigation schemes, 18 surveys of land applied for under the irrigation system, 3 traverse surveys of creeks and ditches, 15 gaugings of streams and sent in to this office 93 reports.

Mr. Tempest made 188 inspections of irrigation schemes, including 129 licensed schemes, 10 final estimates of completed work, 24 proposed schemes, 9 surveys of land applied for, 48 gaugings of streams, and sent in to this office 161 reports. After completing his regular work in his territory, Mr. Tempest made a survey of ten miles of a coach road from Banff to Laggan in the Rocky Mountain Park. Owing to the great depth of snow in the mountains, he was compelled to drop the work and about this time he received an appointment on other work, which was a better position than held here.

Mr. MacKinnon made 10 inspections of irrigation schemes, 13 surveys of land applied for, a survey of a road in the Rocky Mountain Park, 3 inspections of railway tanks, 4 inspections of illegal dams and drains, and sent in to this office 30 reports. A very large extent of country had to be covered to get to some of these schemes. During the summer, I made several surveys and inspections of irrigation schemes, but owing to the large amount of work in this office requiring my attention, I could not spare the time to make surveys, or to even take the annual leave allowed me.

The work of this office was made up as follows, and was all handled by a staff of four clerks:—

Letters received	6,116
Letters sent out	7,819
Agreements for water in quadruplicate	637
Applications for water rights, in duplicate	88
Plans with applications, in duplicate	88
Applications to drain roads, &c	13
Railway easements, in triplicate	89
Transfers of applications for water	10
Railway plans recorded, in quadruplicate	9
Notices of cancellation of water rights	44
" transfers of water agreements	63
Applications to cross road allowances	66
Applications for railway over Crown lands	42
Notices prepared for publication	99
Plans prepared for applicants	23
Number of certificates under section 20	83
" " 33	49

Number of licenses recorded in triplicate.	68
Number of reports received from R. J. Burley.	158
" " J. S. Tempest.	161
" " F. T. Fletcher.	93
" " J. A. MacKinnon. . . .	30

From the above records of the office work and the reports of the several inspectors, it will be seen by comparing the work of the past year with that of 1907, when 984 communications were received and 2,163 sent out, that there has been a large increase both in the field work and office work. In 1907 all hydrographic work was handled by this office as well as irrigation work.

JOHN STEWART.

No. 22.

REPORT OF J. S. TEMPEST.

THE PAS, KEEWATIN, March 17, 1911.

JOHN STEWART, Esq.,
Commissioner of Irrigation,
Calgary.

SIR,—I beg to submit the following report of my work during the year 1910-11, as Irrigation Inspection Engineer in southern Alberta.

I started out from Calgary on April 26, 1910, with a small outfit to inspect all licensed, authorized and proposed irrigation schemes and diversions of streams for other purposes in southern Alberta, to observe the discharge of streams and springs, and to make such further surveys, plans and inspections as instructed from time to time by you.

During the season, I made 188 inspections and surveys, including 129 licensed schemes, 16 authorized schemes, 24 proposed schemes, 10 estimation of cost of works, and 9 surveys. I also took 48 gaugings of streams and springs en route, using Price's meter and weir boards.

The summer of 1910, on account of the long continued drought, will long be remembered in southern Alberta. Although ranchers and farmers, both, suffered great loss on account of failure of hay and grain crops and deficiency of pasturage, the experience will no doubt lead many to adopt methods that will ward off or minimize the possibility of a similar failure should there be a recurrence of another such season. Not only was the rainfall practically nil, but the snowfall in the preceding winter was exceptionally low. In many places there was no growth at all, and much of the hay that was cut consisted of the dried up grass of 1909, usually poor in quality. The sources of supply of many irrigation schemes either failed entirely or were reduced so low as to be quite inadequate for the requirements of the irrigable areas.

It has been the custom of many irrigators to defer using their schemes until after the usual spring rains. Many following this custom suffered a great disappointment, for although there was water available in the early spring, the sources of supply failed in early summer, so that the land received neither the spring rain nor benefitted by irrigation. The common intention of those who suffered from this cause is to put on water in future whenever available unless the land be already sufficiently saturated. Although late fall is admittedly the best time to apply water, many of the schemes deriving their supplies from the smaller creeks and springs often have very little or no water available at this time of the year. In consequence of the drought many new applications for water rights began to be made, and many of these were for the irrigation of lands owned by the applicants. Several of the inspections of these proposed schemes disclosed the fact that though the source of supply was probably sufficient in normal years the gaugings in 1910 showed a deficiency and the matter had to be deferred for further investigation. There were many cases, too, of owners of land refraining from putting in application to divert water for irrigation purposes on account of the sources of supply, usually sufficient, being temporarily reduced too low.

Many of the schemes deriving their supply from the smaller creeks and springs, although very satisfactory in average seasons, will always be subject to failure in times of great need, such as was experienced in the summer of 1910.

I strongly advocate combination amongst farmers and ranchers to introduce larger schemes having a more reliable supply than is to be found in any but the larger streams. Any one travelling through the foot-hills and the adjacent prairie, and viewing the parched pastures of the ranches and the suffering arable land of the farmer on the one hand and on the other hand the large volume of water running to waste, naturally wonders why the land owners do not wake up and do something. If, as Bacon says, 'A wise man makes more opportunities than he finds,' what must be said of the unwisdom of a community that does not grasp the opportunities at hand? There are Fish creek, Sheep creek, Highwood river, Willow creek, Oldman river, Crowsnest river and others, practically untouched. Being large and turbulent streams, and difficult to control, the average land-owner feels that these utilities are beyond his reach. Holdings are now comparatively small, as a rule, and in the hands of many. When the unaided land fails to produce sufficient feed for the flocks and herds, the owner cannot, as of old, drive his stock to fresh fields and pastures new. In the present circumstances he is compelled to reduce his stock, often at a great sacrifice, to meet the situation instead of combining with his neighbours in the construction of efficient dams, canals and other necessary works to utilize the vast volume of water now running to waste and so putting himself beyond the fickleness of seasons. This is a matter, I think, in which the irrigation office might take the initiative and thoroughly investigate, considering the water available, the lands irrigable (whether Dominion or private lands), suitable points for diversion and cost of works.

As I have mentioned in a former report or bulletin, the advantages of irrigation even in southern Alberta's wettest years are very considerable, hay lands producing probably double the crop and alfalfa producing two or three crops in the season, aggregating as much as 6 tons per acre.

In addition to the inspections and surveys of schemes for diverting water for different purposes, I located 10 miles of the proposed coach road from Banff to Laggan, but for private reasons, I was compelled to leave this work unfinished.

I am, sir, your obedient servant,

J. S. TEMPEST.

No. 23.

REPORT OF RALPH J. BURLEY.

IRRIGATION OFFICE,
MAPLE CREEK, SASKATCHEWAN, June 10, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry and Irrigation,
Ottawa, Ont.

SIR,—I beg to submit the following report upon the work done under my direction, and the progress of irrigation development in the Cypress Hills district during year ending March 31, 1911, together with a few suggestions which might improve our service there.

Owing to the large increase in the number of applications for water rights throughout the Cypress hills it was found necessary to divide the district into two parts, the division being roughly along the township line between ranges 26 and 27, and Mr. F. T. Fletcher was put in charge of the work in the western portion, while that in the eastern part was done by myself. The instructions issued were to inspect all schemes in the district, running such levels and traverses of the various schemes as possible, without taking too much time from the regular work of inspection, and to do whatever hydrographic work we could without interfering with or overlapping what was done by the hydrographic surveys.

In pursuance of these instructions the hydrographic work done was mostly of an experimental nature and measurements were taken more with the view of adding to our knowledge the value of the Kutter & Chezy formulæ as applied to the high water flow in the streams than with the idea of supplementing the measurements taken at the regular stations by the hydrographic surveys.

In carrying out this work a cross-section was taken at some suitable place and a careful meter measurement made, so that by substituting the known values in the formulæ it was possible to work out the coefficient of friction for the low water cross-section. Levels were then run about a mile above and below this central cross-section and tied to some permanent mark, such as a section corner, and new cross-sections made at each point. This gave the average slope of the stream for a distance of from one to two miles, and the levels obtained could be used at some future date in the determination of contours in the stream valleys. Owing to the great number of irrigation schemes this work was little more than started last season, and the progress made was not great enough to determine to what extent it will be of value in our work. So far as the work has gone, however, it appears that the values of the friction factor as determined for various conditions of the stream bed in the larger streams in the United States are too low for the small streams here in low water and it was proposed to attempt to get results at high water when possible to see if the greater depth would lower this factor. This, however, was impossible last year as there was not at any time water high enough to make the experiment.

The past season was so extremely dry throughout the district that very little water was available for irrigation purposes and the majority of the streams were almost dry during the irrigation season, bringing out very forcibly the necessity for the establishment of storage reservoirs wherever possible.

Another fact illustrated was that even one flooding in March or April will materially increase the chances of a fair yield in a dry year, and at one place visited this was very noticeable. In this case the ditch had been almost completed but no headgate had been constructed, so that when the run off from snow occurred in March the water flowed through the ditch and broke over the sides on to the ploughed ground below it for a day or so before it could be shut off. In July at the time of inspection the wheat on the land was some fifteen to eighteen inches high where the water had been over it in March, while on the other parts it was only three to four inches in height. This would appear to show that even flood water irrigation will make a decided improvement in the value of the land in a semi-arid district.

The majority of applicants for water rights in this district appear to be realizing that irrigation is in some years a necessity and in all years a great asset if they expect to continue in their present business or even if they are forced to commence farming operations, and although the influx of settlers in the last two years has practically extinguished the large rancher, the small stockman still finds it possible to run his stock if he can grow winter feed, and a large number of them are beginning to see that the conservation and proper application of water to their land is the only solution of the problem. This probably accounts for the fact that considerably better progress was made last year on the various ditches than was made during the previous dry years, and while the ground was very dry and hard and hay difficult to get, nevertheless a great deal of good work was done on the majority of the schemes.

Since becoming more familiar with the conditions of stream flow in this district, it has become apparent that a ditch sufficiently large to carry the amount of water called for by our present duty of water will but poorly serve its purpose in the greater number of schemes constructed or projected in the Cypress hills. For example, take a scheme that irrigates three hundred acres of land requiring two second feet of water where a ditch three feet on the bottom, one foot deep and five feet on top with a moderate fall will easily carry the two second feet. But this amount is required continuously during the irrigation season and the water in the stream only flows, say, two months, therefore it is apparent that in order to get the total quantity of water required it will be necessary to enlarge the ditches in proportion and to divert a greater amount of water for a shorter time. This fact has been recognized by some and pointed out to all irrigators, and for some years they have been urged to build larger ditches or to enlarge those already built so that their systems would be adequate for the proper irrigation of the land included under them. In a great many cases the applicants have recognized the necessity of this enlargement and have gone ahead with it, but in some cases it appears difficult to satisfy them that the advantages will be proportionate to the increased cost. However, it will only be a matter of time until all will realize that they must either reservoir or put a larger volume of water over the land during the short flood period and even where the flow is constant the larger ditches are better because the land can be watered in far less time and with less work and waste of water.

RESERVOIR SYSTEM.

Probably one of the most important factors in the irrigation of the irrigable areas in the Cypress hills is the development of reservoir systems, and there can be no question but that every encouragement should be given by the department to any applicant who wishes to store water. The regulations governing the leasing or granting of land for this purpose should be made as lenient as possible, so that the applicant can feel safe in going to a considerable expense without feeling that there is any danger of losing his scheme if he is forced to cease the operation of it for a short time owing to some unforeseen circumstance.

A system somewhat similar to that used among the irrigators near Fort Collins and Greeley, Colorado, might be recognized and encouraged here, and it would undoubtedly increase the effectiveness of irrigation. There, by a mutual arrangement among the irrigators themselves, the water is stored in the reservoirs owned by the later applicants near the head of the streams, and the early appropriations, that is, those having the right to the low water flow, are satisfied by the water let down out of these reservoirs during the summer. By this means the larger companies having appropriations calling for high water only near the head of the streams are enabled to store enough during high and flood stages in reservoirs at an elevation too low to be of use to them on their own lands, but which can be used on the land of the prior applicants lower down, enabling the companies to use the low water flow at their intake.

Another system which is being used to some slight extent here is that of trading water, that is, two applicants entitled to, say, one second foot each will exchange and allow one to take the whole flow for a certain time until his land is thoroughly watered, when he will turn it over to the other. This system has many advantages to commend it if it can be amicably worked, the greatest being the saving of water and the speed with which the land is covered, as it can be easily seen that the losses due to evaporation and seepage will be much smaller proportionally in a large swift flow than in a small slow one.

Wherever possible, it is much better that reservoir systems be constructed outside the stream bed, as experience has shown that the storage of water in the bed of the stream gives rise to a great many difficulties in the handling of both the stored water and the natural flow of the creek. The greatest difficulty as it affects parties other than the applicants is the trouble of passing the natural flow to a point below the dam, the applicant usually claiming that he should not be made to stand all the evaporation and seepage loss, as it would have occurred in any case, and the parties below claiming that the whole natural flow as it is above the dam should be passed through. It would appear that there is a measure of truth in both of these claims, as there is an undoubted loss in the natural channel, but it is also true that the loss is increased owing to the greater area exposed to the effect of evaporation and a greater pressure to cause a seepage loss. So far there does not appear to be any satisfactory way of passing the natural flow through the reservoir, as the overflow wasteway will at least partially cease to operate when the ditch is being used, and a pipe through the dam will vary its discharge constantly as the level of the reservoir changes, and the adjustment of the controlling gate or valve must be constantly changed. It is, however, probably the only practical way of letting water through, and it will be necessary to devise some method whereby a fair degree of control can be obtained and by which either the owner of the reservoir or the other interested parties can tell at once how much water is passing into and out of the reservoir. This presents a problem of much difficulty, and one which will take considerable time to solve experimentally.

In conclusion, I would suggest that, whenever time permits, the engineers in charge of the irrigation and hydrographic parties make rough reconnaissance surveys of such small reservoir sites as they may find from time to time, and if they appear to promise results, should submit rough plans, so that if they were considered of sufficient importance they could be thoroughly investigated by a party on reservoir work.

Your obedient servant,

RALPH J. BURLEY.

No. 24.

REPORT OF P. M. SAUDER, CHIEF HYDROGRAPHER.

DEPARTMENT OF THE INTERIOR,
HYDROGRAPHIC SURVEYS,
CALGARY, ALBERTA, March 31, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry and Irrigation,
Ottawa, Ont.

SIR,—I have the honour to submit the following brief report on the work of the Hydrographic Survey during the past year.

With an increased appropriation at our disposal we were able to extend the work of the survey very much during the past year. Considerable reconnaissance work was done, and a number of new gauging stations were established. In the spring of 1910, we commenced field operations with 65 regular stations, and at present we are studying the regimen of flow at 98 regular stations distributed along the various streams in southern Alberta and Saskatchewan.

The summer of 1910 was exceptionally dry, and records of last year will be very valuable as a basis for low water estimates. Very few of the streams have been as low for many years, and many were much lower than the oldest residents had ever seen them.

The methods of carrying on the survey were similar to those of the previous year. Local residents were engaged to observe the gauge height at regular gauging stations. These observations were recorded in a book supplied by the survey, and at the end of each week the observer copied the week's records on a postal card, which was sent to the chief hydrographer by the first convenient mail. The district hydrographers made regular visits to the gauging station, usually once in every three or four weeks. They examined the observers' records, made discharge measurements and collected such information and data as would be of use in making estimates of the daily flow at the station. The results of the gaugings were transmitted by a postal card to the chief hydrographer. The records of the gauge height observers and the hydrographers were copied from the postal cards to regular forms in the office of the survey and filed. At the close of the season the engineers returned to the office and assisted in the final computations and estimates of run-off. Gauge height-area, gauge height-mean velocity and gauge height-discharge curves were plotted and rating tables constructed. Tables of daily gauge height, daily discharge and monthly discharge were also compiled. These records are being re-copied and will be embodied in the second annual report of the survey, which will be completed in a couple of weeks.

The organization in 1910 was very similar to that of the previous year. The territory covered by the survey was very much increased during 1910, and the staff was therefore increased to include eight assistant engineers, a clerk and a draughtsman. The irrigation tract was divided for administrative purposes into five districts, viz., Calgary, Macleod, Milk River, Maple Creek and Moosejaw, and in each district there were one or two hydrographers. Each hydrographer had at least one assistant, and was equipped with a team, light wagon, light camping outfit and the necessary gauging and surveying instruments.

CALGARY DISTRICT.

J. C. Keith, a graduate of the School of Practical Science, and who had previous experience with the survey as an assistant, was placed in charge of the field work in this district. He commenced his duties about May 5.

The district was fairly well reconnoitred in 1909, but the proposed regular stations had not all been established. Regular gaugings were, therefore, made at those stations which were already established, and new stations were added from time to time during the season, as opportunity afforded.

Records were obtained at the following regular stations during 1910:—

Stream.	Location.
Bow River	N.E. 26-25-12-5
"	S.E. 13-24-1-5
"	S.E. 31-21-25-4
Canadian Pacific Railway Company's canal	S.E. 13-24-1-5
Elbow River	S.E. 15-24-1-5
Fish Creek	S.W. 26-22-3-5
Highwood River	Sec. 6-19-28-4
Jumpingpound Creek	" 30-24-4-5
Mosquito Creek	" 30-16-28-4
Nanton Creek	" 20-16-28-4
North Branch of Sheep River	" 12-21-3-5
Sheep River	" 22-20-29-4
South Branch of Sheep River	" 17-20-2-5

The following gauging stations were established during 1910, and records were obtained at them from the time they were established until the end of October:—

Stream.	Location.
Bow River	Near Laggan.
"	Stony Indian Reserve.
"	Blackfoot Indian Reserve.
Devil's Creek	Sec. 29-26-11-5
Little Bow Ditch	" 6-19-28-4
Red Deer River	" 6-36-28-4
Spray River	Near Banff.

At the end of September Mr. Keith was given leave of absence for five months to return to the School of Practical Science to take a post graduate course in hydraulics and theory of construction. Mr. Carscallen was therefore placed in charge of the field work in this district on October 1.

Early in November, when additional funds were provided, it was arranged to continue field work in this district during the winter and records of the flow were obtained from that date to the present at the following regular stations:—

Stream.	Location.
Bow River	Near Laggan.
"	At Banff.
"	On Stony Indian Reserve.
"	At Calgary.
Devil's Creek	Sec. 29-26-11-5.
Elbow River	S.E. 15-24-1-5.
Spray River	Near Banff.

A large number of miscellaneous measurements of the discharge of tributaries of the Bow river and other streams in this district were also made during the year, and will be valuable as general information.

I was assisted in the final computations and report for this district by H. R. Carscallen and H. C. Ritchie.

Records of the flow of Bow river are of very great importance. A study of the flow of this stream indicates that the whole of the normal flow of this river has already been granted for irrigation purposes, and any further development must be based on the storage of high and flood flow. Already this river is being harnessed for power, and as industries increase and a larger market is created there will be more power development. For this purpose records of minimum flow are essential. Minimum flow occurs during the winter season and the records obtained during the past winter are very valuable. The flow was, however, somewhat less than anticipated and it is very important that further studies be made. The regimen of flow in the Bow at Calgary varies from 700 second feet in midwinter to an estimated 60.000 second feet at extreme flood stage. There are a number of feasible storage sites in the mountains which can be utilized to augment the winter flow sufficiently to keep up a continuous flow several hundred second feet higher than the natural minimum flow. Bow river is by far the most important stream in the irrigation tract, and a comprehensive study of the hydrography of this stream and its tributaries is of direct value in the commercial and agricultural development of the country. I am therefore of the opinion that one engineer should spend all his time on the main stream and its immediate tributaries.

I would also suggest that the Calgary district be extended to include the Red Deer river and its tributaries, and that two hydrographers be placed in this district at an early date. As soon as time and funds permit, regular stations should also be established on branches of Highwood river and included in this district.

MACLEOD DISTRICT.

H. C. Ritchie, graduate of the School of Practical Science, was in charge of this district in 1909 and again in 1910. The district has been fairly well reconnoitred by both Mr. Ritchie and myself, and gauging stations have been established at almost all the important points. The Oldman river and its tributaries are very important and several additional gauging stations were established on these streams during the past year.

Records were obtained at the following regular stations during 1910:—

Stream.	Location.
Belly River	S.E. 21-6-25-4.
Connelly Creek	S.E. 36-7-2-5.
Cow Creek	N.E. 14-8-2-5.
Crooked Creek	S.E. 22-2-29-4.
Crowsnest River	N.W. 26-7-2-5.
Muddypound Creek	Sec. 27-11-28-4.
Oldman River	N.E. 34-7-1-5.
Pincher Creek	N.E. 22-6-30-4.
Southfork River	S.E. 2-7-1-5.
Todd Creek	S.W. 19-8-1-5.
Trout Creek	S.E. 12-12-28-4.
Waterton River	N.E. 8-2-29-4.
Willow Creek	S.E. 26-9-26-4.

The following gauging stations were established during 1910, and records were obtained at them from the time they were established until the end of October:—

Stream.	Location.
Canyon Creek	N.E 14-6-2-5.
Crowsnest River	N.E. 36-7-4-5.
"	S.W. 12-8-5-5.
Mill Creek	S.W. 18-6-1-5.
Oldman River	Sec. 10-9-26-4.

A large number of miscellaneous measurements which will be very valuable as general information were also made by Mr. Ritchie during the year.

About December 1, when additional funds were provided it was arranged to carry on field work in this district during the winter. W. H. Greene was placed in charge of the field work in this district during December, January and February. Early in March Mr. Greene was employed in reconnaissance work on the North Saskatchewan river, and J. E. Degnan has been in charge of the field work in the Macleod district during the past month.

Winter records were obtained at the following regular stations:—

Stream.	Location.
Crowsnest River	N.E. 36-7-4-5.
“	N.W. 26-7-2-5.
Oldman River	N.E 34-7-1-5.
Southfork River	S.E. 2-7-1-5.
St. Mary River	S.W. 25-1-25-4.
Waterton River	N.E. 8-2-29-4.
Belly River	S.E. 21-6-25-4.

I was assisted in the final computations and report of the work in this district by H. C. Ritchie and Jos. Cawthorn.

Mr. Ritchie did not use a camp at all last summer, and many of the gauging stations can be reached by train. It is proposed to include the stations on Belly and Waterton rivers in the Western Milk River district in future. The engineer in charge of the Macleod district can then travel by train and hire liveries by the day. His monthly expenses will be a little higher than formerly but he will accomplish a great deal more work and the actual cost of the individual gaugings will be less.

It is very important that winter observations should be continued in this district.

MILK RIVER DISTRICT.

F. H. Peters, C.E., D.L.S., who was engaged on special investigations on Milk and St. Mary rivers, also had charge of the hydrographic work on these two rivers and their tributaries. In 1909, Mr. Peters reconnoitred most of this district and established almost all the gauging stations necessary to obtain complete records of the flow of these two streams. Therefore, very few new stations were established during 1910, but very complete records of the flow at the regular stations were obtained.

One engineer could not cover the whole of this district, and it was therefore divided and two engineers were employed on hydrographic work. L. J. Gleeson, B.Sc., was in charge of the field work in the western portion of the district, and N. M. Sutherland, graduate of the Royal Military College, was in charge of the field work in the eastern portion of the district.

Records were obtained at the following regular stations during 1910:—

Stream.	Location.
Lee Creek	N.W. 10-3-25-4
Lodge Creek	Sec. 6-1-28-4

North Branch of Milk River	N.E. 13-1-23-4
" "	Sec. 18--2-20-4
" "	S.W. 19-2-18-4
Milk River	Sec. 28-2-16-4
"	N.W. 35-1-13-4
"	S.W. 21-2-8-4
"	Sec. 3-1-5-4
South Branch of Milk River	Sec. 31-1-18-4
St. Mary River	S.W. 25-1-25-4
Sage Creek	Sec. 9-1-2-4

The following gauging stations were established during 1910, and records were obtained at these from the time they were established until the end of October:—

Stream.	Location.
Alberta Railway & Irrigation Company's canal	Sec. 21-4-24-4
Battle Creek	Sec. 3-3-27-3
Frenchman River	Sec. 5-5-14-3

The work in the western end of this district is not very heavy, and it is therefore being arranged to have the engineer in this portion of the district include Belly and Waterton rivers in his route, so as to make a more equal division of the territory, and relieve the engineer in the Macleod district of a long drive from Macleod.

CYPRESS HILLS DISTRICT.

A large irrigation development in the Cypress Hills has caused an urgent need for very complete records of the flow of the streams in this district. In 1909, H. R. Carscallen, B.A.Sc., was in charge of the field work in this district, and established a large number of regular gauging stations. In the spring of 1910, it was realized that one engineer could not cover the whole of this district, and it was therefore divided by a north and south line into two districts. The eastern district was fairly well reconnoitred by Mr. Carscallen in 1909, and almost all the necessary gauging stations were established during that year. There was, however, considerable reconnaissance work to be done in the western district, and only a few regular stations had been established. Mr. Carscallen was, therefore, placed in charge of the field work in the western portion of the district, and R. G. Swan, B.A.Sc., was engaged to take charge of the field work in the eastern portion of the district. Mr. Carscallen commenced field work about April 1, and Mr. Swan about May 10.

Records were obtained at the following regular stations during 1910:—

Stream.	Location.
Battle Creek	Sec. 33-5-29-3
Bear Creek	" 18-11-23-3
East Branch of Bear Creek	" 21-10-23-3
West Branch of Bear Creek	" 32-10-23-3
Belanger Creek	" 18-7-25-3
Blacktail Creek	" 31-6-23-3
Bone Creek	" 34-8-22-3
Bridge Creek	" 11-11-22-3
Bullshead Creek	" 16-12-5-4
Davis Creek	" 29-6-25-3
Enright and Strong's Ditch	" 36-6-22-3
Fairwell Creek	" 30-6-24-3
Frenchman River	" 31-6-21-3
Gap Creek	" 2-10-27-3

Hay Creek	“	30-10-25-3
Jones Coulee	“	5-8-20-3
Lonepine Creek	“	27-7-26-3
Maple Creek	“	N.E. 16-11-26-3
Middle Creek	“	30-5-29-3
Mackay Creek	“	N.W. 26-11-1-4
McShane Creek	“	4-10-27-3
Oxarart Creek	“	20-6-27-3
Piapot Creek	“	18-11-24-3
North Branch of Frenchman River	“	16-7-22-3
Ross Creek	“	N.W. 21-11-2-4
Sixmile Coulee	“	29-7-28-3
Skull Creek	“	10-11-23-3
Sucker Creek	“	24-6-26-3
Swift Current Creek	“	22-7-21-3
Tenmile Creek	“	33-5-29-3

The following gauging stations were established during 1910, and records were obtained for part of the year:—

Stream.	Location.
Battle Creek	S.W. 2-6-28-3.
Boxelder Creek	Sec. 2-12-30-3.
Gap Creek	Sec. 31-11-26-3.
Lindner's Ditch	Sec. 10-6-29-3.
Manyberries Creek	Sec. 3-5-6-4.
Maple Creek	N.E. 28-11-26-3.
Middle Creek	Sec. 4-2-29-3.
“	S.W. 35-5-1-4.
Sevenpersons River	Sec. 30-12-5-4.
South Branch of Swift Current Creek	Sec. 18-10-19-3.
Swift Current Creek	Sec. 17-10-19-3.
“ “	S.W. 30-15-13-3.

A large number of miscellaneous measurements were also made for purposes of general information.

About the later part of September, owing to Mr. Keith leaving temporarily, and for purposes of economy, Mr. Carscallen was placed in charge of the Calgary district and Mr. Swan took charge of the field work in the whole of the Cypress Hills district.

Mr. Swan resigned about the end of November and I was assisted in the final computations and estimates of daily discharge by Mr. Carscallen and G. H. Whyte.

There is still a portion of the district which is not covered by the survey. A reconnaissance of the country surrounding Old Fort Walsh and including the heads of Battle, Lodge, Mackay, Ross and Bullshead creeks will be made during the present year.

MOOSEJAW DISTRICT.

For some time it has been realized that as the country becomes more thickly populated and towns spring up, there are portions of the west which will not have a sufficient water supply for domestic and industrial purposes.

The council and board of trade of Moosejaw for 1909 were among the first to realize that while there is a sufficient water supply in the district it is allowed to run off into the larger rivers in the freshets, and the district is left with an inadequate supply during the remainder of the year, and petitioned the government to investigate and report on the resources of the Moosejaw creek and the best methods for the development of the same.

This work was undertaken early in the spring of 1910, and a survey party was organized, with Mr. Chas. M. Teasdale, D.L.S., in charge, to make a hydrographic and topographic survey of Moosejaw creek. About May 1, Mr. Teasdale resigned. Mr. W. H. Greene, a graduate of the School of Practical Science, was then placed in charge of the field party and M. H. French was engaged as assistant.

Two gauging stations were established on the creek, one at a bridge on the N.W. ¼ Sec. 16-16-26-2, and the other at a bridge on the road allowance between sections 14 and 15, township 15, range 25, west of 2nd meridian. Daily records were obtained at these stations and the total annual run-off computed. A careful stadia survey was made of the valley from Moosejaw to a point a few miles above Rouleau, and a map showing the configuration of the surface of the ground by contours of 10 feet intervals was prepared. While the topographic survey was in progress a careful reconnaissance was made to discover the most inviting places for the locations of dams and reservoirs. Cross-sections were taken at four dam sites offering the best opportunities for storage. The contour map shows the lands which would be flooded by the erection of a dam of any feasible height, and tables showing the flooded areas and capacities of the reservoirs were also prepared. A copy of the report of the survey of Moosejaw creek will be included in the Second Report of the Progress of Stream Measurements.

The water supply in the vicinity of Regina, Moosejaw and along the Soo line of the Canadian Pacific railway is limited and it is very important that we should continue a study of the regimen of flow of Moosejaw creek for several years. This district will be extended during the coming year to include the Souris, Qu'Appelle and South Saskatchewan rivers. Souris river which heads in Canada, crosses the international boundary into the United States and then recrosses into Canada, and finally empties into the Assiniboine river east of Brandon. This river traverses a large territory in Canada and is the only stream in that district. It is proposed to divert it for irrigation purposes in North Dakota, which may affect Canadian interests.

OFFICE WORK.

As above intimated, the reports of the gauge height observers and the hydrographers were transmitted to the chief hydrographer by postal cards. These were entered on office forms and filed in a suitable cabinet, where they can be referred to at any time without any trouble. As the engineers completed their computations, the results were entered on convenient forms and filed in the same cabinet.

The accounts of the survey were kept in a combined day-book and journal, approved by the accountant of the department. Statements of expenditures were prepared and sent to the Superintendent of Forestry and Irrigation at the end of each month.

Miss G. E. Corrigan acted as clerk in the office during 1910. Besides typing and filing the correspondence, she entered and filed the cards, posted the day-book and ledger and prepared the monthly statements.

When it was decided to continue two engineers in the field during the winter, it was found that the remaining staff of engineers could not complete the maps, curves and office computations before spring. Mr. Joseph Cawthorn was therefore engaged as draughtsman. Since joining the staff he has prepared the maps and assisted in plotting curves, checking computations and copying the records for the annual report of the survey.

There has been a slight tendency in the past to make a very big showing in the field work and to overlook the importance of the office work. Sufficient office staff should be provided to thoroughly check all the reports and field books as they are received. I therefore strongly recommend that the office staff be increased to include a computer. The chief hydrographer could then keep a much better check on the work of his assistants and when the engineers return to the office their field notes would be ready to be plotted and the data for the report could be compiled in much better shape and at an earlier date.

FUTURE WORK.

A number of applications have been received for water rights on streams in the vicinity of Wood mountain and the lower part of Frenchman river. Very little information is available regarding the water supply or the possibilities of irrigation in this district. There do not appear to be any permanent or large streams in the district but there are indications of considerable run-off at certain seasons of the year and of possibilities of storing water for irrigation purposes. An engineer will be placed in the field as soon as possible to study and report on the water supply in this district.

During the past month, Mr. Greene made miscellaneous discharge measurements of the north and south Saskatchewan rivers, and arrangements are being made now to establish regular stations on these streams as soon as possible. These are large and important streams, for they carry almost all the run-off of southern Alberta and Saskatchewan. Records on them will be very useful, locally for power studies, and generally for statistical purposes, to show the conditions existing over large areas. They also may be used as primary stations, and their records in connection with short series of measurements will serve as bases for estimating the flow at other points in the drainage basin.

The records of the survey are being used quite extensively now by engineers and, I think, the time is near at hand when the field of operations should be extended to include other parts of the Dominion. I would like to make miscellaneous gaugings of some of the streams in eastern Manitoba, such as Winnipeg, Whitemouth and Red rivers. The United States geological survey have established a gauging station on Rainy river, at International Falls, and have records covering the period from March 1, 1907, to the present. This is an international stream and important for power purposes, and I would suggest that the department consider the advisability of taking records of the flow of this stream. I would also suggest that we might do some work in the railway belt of British Columbia.

In all investigations of water resources the most important factor is the available water supply. It is also the factor that requires the longest time to determine satisfactorily, owing to the great fluctuation in stream flow from year to year. The stream gaugings already undertaken should, therefore, be coutiuued for a number of years, in order that the records may be long enough to show the extremes of flow as well as a reliable mean.

The low flow of 1910 has demonstrated the part that municipal water supply and sewage disposal have iu the use of rivers, and therefore, data should be compiled to show the amount of such water supply and sewage and the source of the former (where in surface waters) and the disposal of the latter.

I do not think it necessary to elaborate on the importance of continuing observations during the winter on the more important streams. The minimum flow occurs during that season and should be determined for use in considering power schemes.

Next to importance to a knowledge of the available water supply is a knowledge of the fall of the streams, and the possibilities of storage. This is necessary to determine the value of the river for irrigation, water-power, as an outlet for drainage ditches, and as an available channel for flood prevention work. River profile and reservoir site surveys should therefore be commenced as soon as possible on the more important streams of the west.

Your obedient servant,

P. M. SAUDER,

Chief Hydrographer.

No. 25.

REPORT ON THE MILK AND ST. MARY RIVERS INVESTIGATION, 1910-11, BY F. H. PETERS, C.E.

CALGARY, ALBERTA, April 1, 1911.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry and Irrigation,
Ottawa, Ont.

SIR,—In making this report it must be pointed out in the beginning that although a large amount of information was gained, much of it was of a confidential nature, and does not properly find place in this report.

Very careful and frequent stream measurements were continued throughout all the season on the Milk and the St. Mary rivers and all their tributary streams that could be reached, and all of these records have been turned over to the chief hydrographer, and will be published as a part of his 'Report of Progress of Steam Measurements.' Two hydrographers were employed during the season on this work, and their routes covered all the territory along the international boundary, from Lee creek to Cardston, Alberta, to Battle creek, in Saskatchewan. The duration of the season's work was from April 5 until November 18. From the beginning of the season until the middle of August the writer was employed making a general reconnaissance of all of the watershed of the Milk river and the head waters of the St. Mary river. That section of Saskatchewan lying along the boundary to the south of Wood mountain, which it was intended to reconnoitre, could not be travelled, owing to the scarcity of grass and water caused by the great drought of the season. During the season the total number of regular meterings made was 311; miscellaneous meterings, 100; and the total number of miles travelled, 7,106. The whole season's field work, including all lost time and delays, comprised 519 hydrographer-days work, which shows a daily average of 0·6 regular meterings, 0·2 miscellaneous meterings, and 13·7 miles travelled.

Two of the stations on the north branch of the Milk river, viz., Mackie's ranch, section 19, township 2, range 18, west of the 4th meridian, and Knight's ranch, section 13, township 2, range 21, west of the 4th meridian, proved unsatisfactory, owing to the fact that no permanent gauge rod readers could be obtained at these points.

It is thought that this trouble will continue to exist in future, and for this reason it is recommended that the hydrographers' routes be somewhat changed during the season of 1911-12.

The observations at Knight's ranch could be discontinued altogether without impairing our records of the river flow, and Cardston, Alberta, would then be made the headquarters for the western division of Milk river. Operating from this point the hydrographer would observe only the north branch of the Milk river at Peters' ranch, and then would be free to spend most of his time on the St. Mary river at Kimball, Lee creek, at Cardston, and also cover all the territory westwards, towards, and to, Waterton lakes. With headquarters at Milk River station, the second hydrographer would cover the eastern division of Milk river from Mackie's ranch to the eastern crossing of the Milk river at Spencer's lower ranch, and also the district surrounding Pakowki lake, north of it. This would make a more economical procedure for the hydrographic observations in the Milk and St. Mary river districts.

Attention is called to the table 'Study of Conditions of Run-off Watershed of the Milk River,' included in the 'Report of Progress of Stream Measurements.' This table is similar to Table 'B' attached to my report on Milk river of 1909, and a study of it will appear to verify all the statements made in that report in regard to the run-off of the watershed, and also the sub-surface flow of the stream. It is noted that the column 'run off per square mile for additional area' must be read with caution, because the subsurface flow of the river makes these figures most unreliable.

The past season was an extremely dry one, and the records of stream flow for the season may be regarded as approaching the minimum probable flow, although old timers along the Milk river claim that in the past they have seen stretches of the river quite dry.

The tables of daily discharge show that at the eastern crossing (Spencer's lower ranch) the river almost went dry during all the month of August.

During the season's work a level-compass-stadia survey was made of each station on the Milk river. These surveys covered a length of the river at the various stations of from 200 to 1,500 feet, and it was endeavoured to cover from the controlling river section above the station to the controlling river section below the station. The surveys developed the topography of the river banks, and the two controlling sections above and below the station.

The surveys were made primarily to gain evidence which might be useful in the future to determine to what extent the river channel had changed, either by meandering or by cutting down into the earth, and the information will also be used in making a study of co-efficients for determining stream flow by 'slope' measurements.

The matter of getting records of stream flow along the Milk river has two exceptional peculiarities. The first is that there are no other streams requiring measurement along the Milk River valley, and therefore it is not possible to lay out a 'circuit' for the hydrographer; but he must of necessity continually travel up and down the same stream, which is to a great extent wasting time. The second is that the only existing reason requiring complete records of the stream flow in Milk river is constituted by the articles in the International Waterways Treaty concerning the Milk and St. Mary rivers.

At the end of next season's work, practically three seasons will have been covered with good and frequent stream measurements, and with the other information that has been gained sufficient will be known of the peculiar conditions existing along the river.

At the end of this time it would appear that the only places where accurate measurements are required are at the points where the two branches of Milk river enter Canada, and at the eastern crossing where it leaves Canada. It is thought that these measurements could be gained most accurately and most economically by establishing permanent weirs at the points mentioned above. Looking forward to the time when the United States government will turn extra water into the channel of the Milk river it would be wise to make these weirs all permanent and of concrete. Apart from this phase of the question, and if the expense is to be incurred solely by this government, it is thought that wood structures would be suitable and advisable. My estimate of cost of such a structure, in my report for 1909, at the eastern crossing was $3,300, and the cost of the same style of structures on the south branch and on the north branch, near the boundary, would respectively be about $1,800 and $500, making a total cost of $5,600.

After these had been established the curves for them could be developed at a probable cost of one party's work for one season, viz., $2,600, and after this the only expense in gaining records of flow would be the cost of the gauge height observers, which has to be paid in any case.

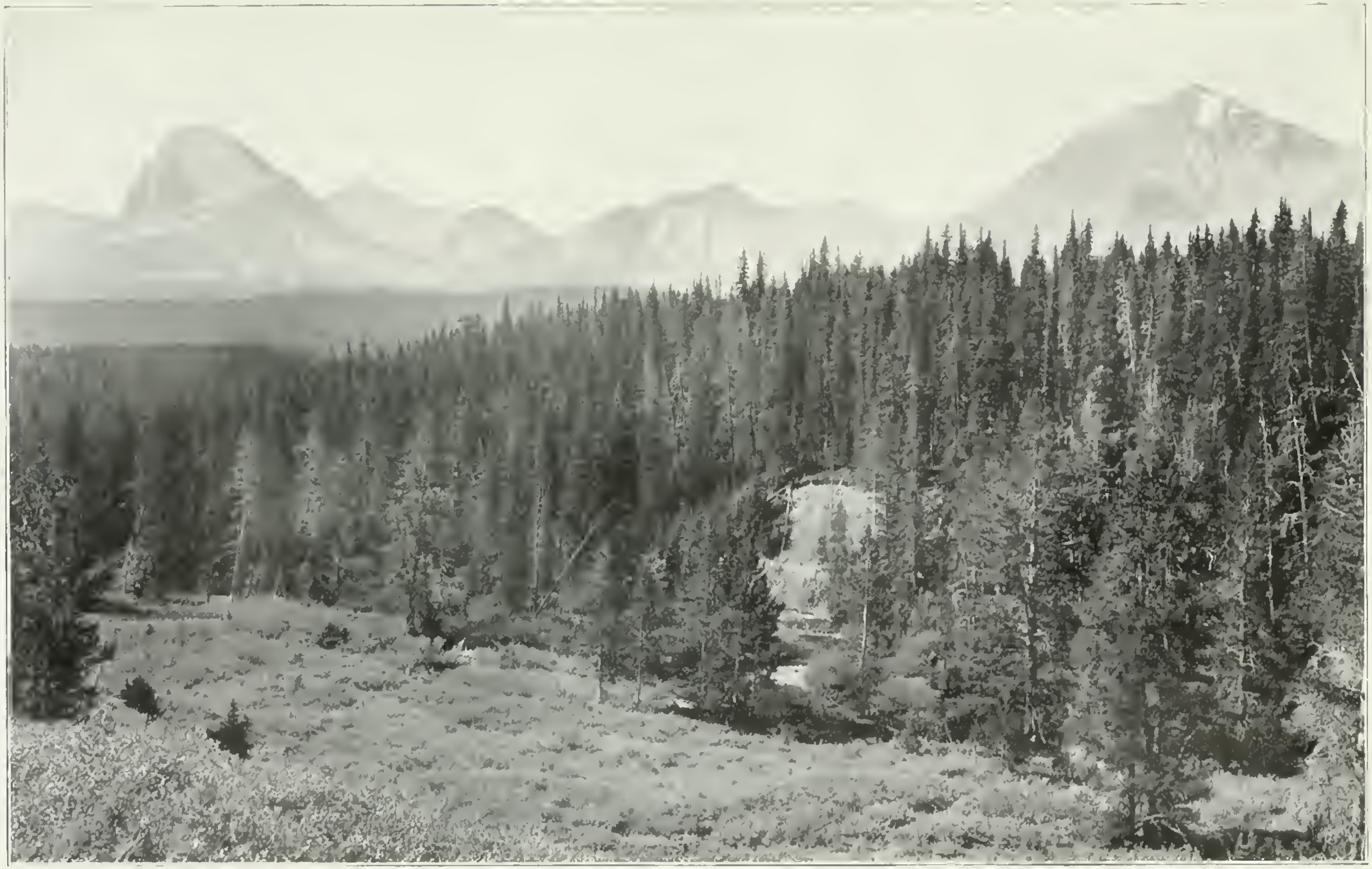
Recapitulating, at the end of the season 1912-13, for a total charge of $8,200, the measurements at these points could be carried on for, say, five years at least (before the weirs would require repairs) at no expense whatever save the cost of gauge height observers.

Under existing conditions it practically requires two parties to cover this river at an expense of about $5,200 per year, so it can readily be seen how great the saving would be in dollars and cents if the weirs were established.

As was pointed out in my report for 1909, the character of the river bottom is of such a shifting nature that the curves developed on natural sections from one season's work are useless for the next season's work. And it was also pointed out that the proposed weir would give a better water measurement because it would bring up the water flowing in the sands of the river bottom, which water cannot be measured with a current meter.

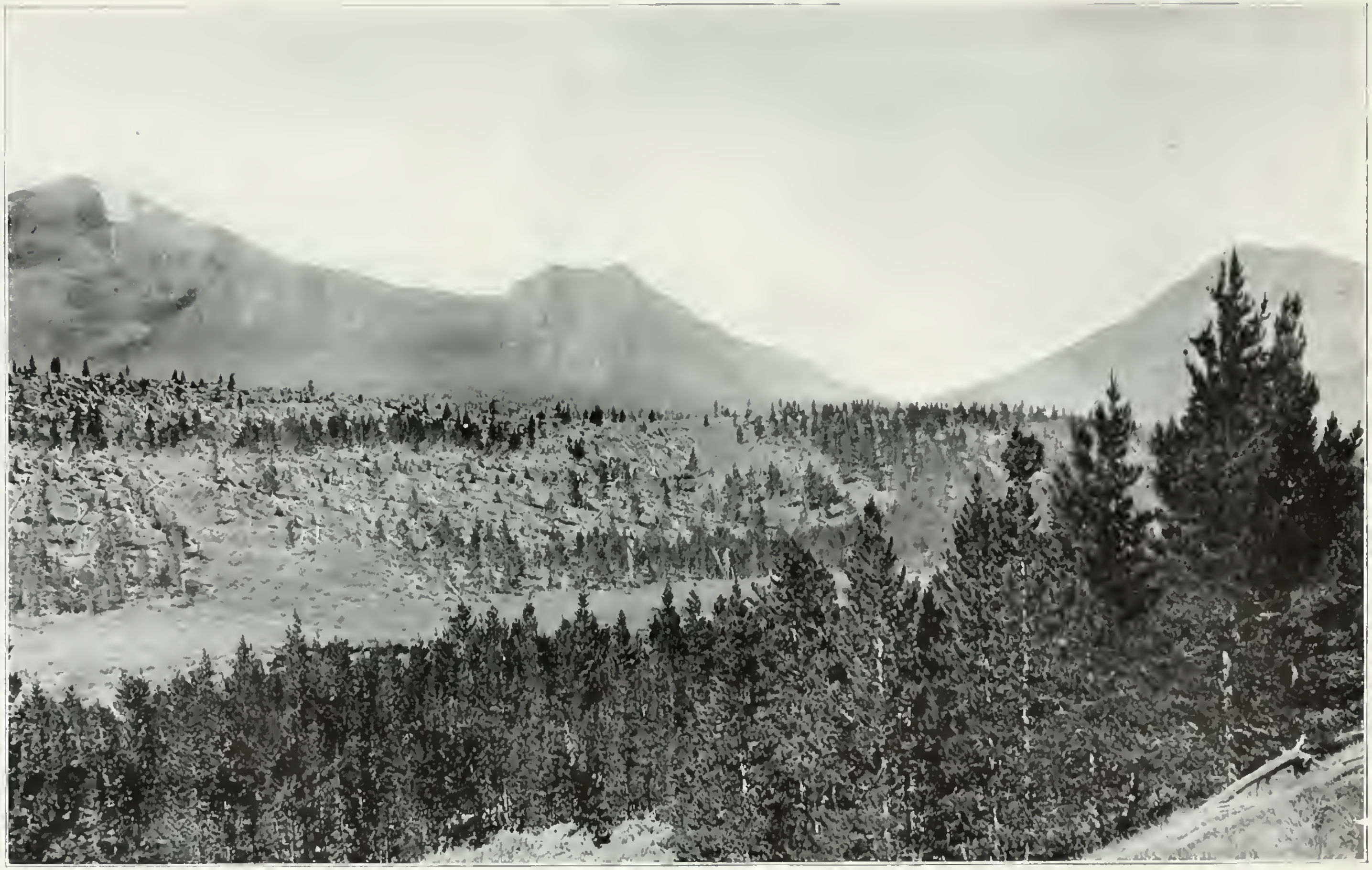
Your obedient servant,

F. H. PETERS, *C.E.*



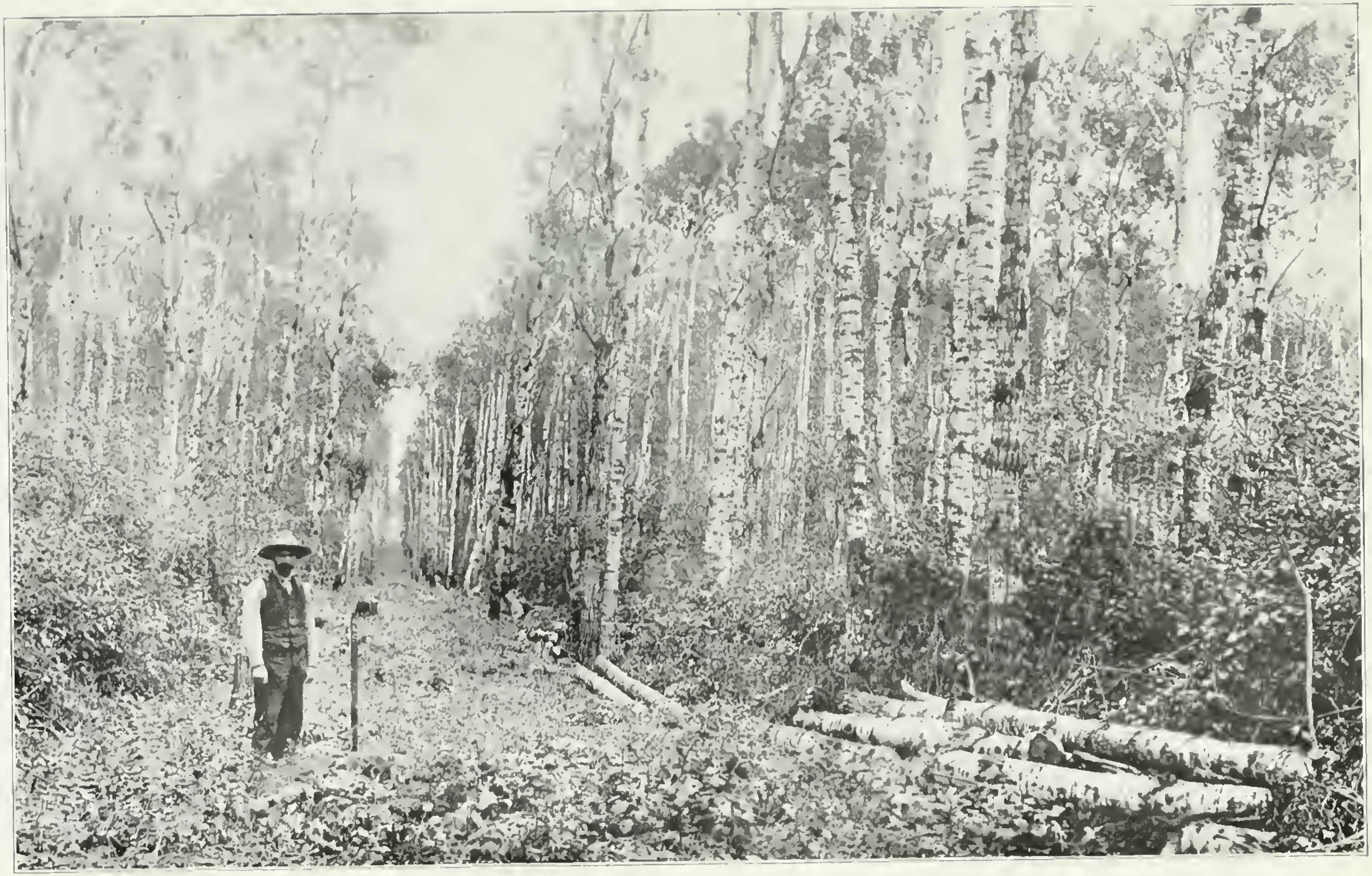
[Photo A. Knechtel, 1909.

PLATE 1.—Rocky Mountain Forest Reserve—Lodgepole pine along Oldman river.



[Photo A. Knechtel. 1909.

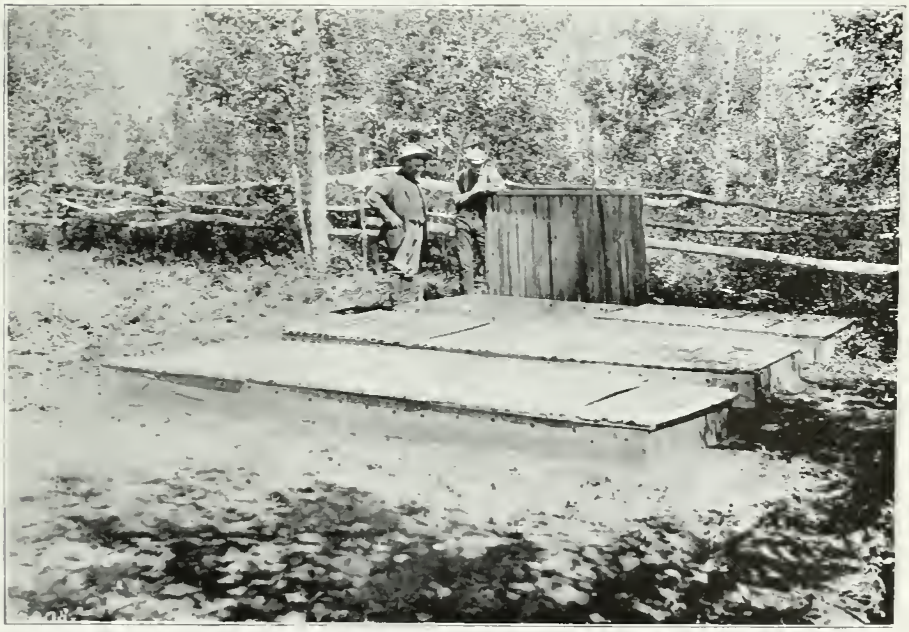
PLATE 2.—Rocky Mountain Forest Reserve Burned-over mountain-side along Northwest Branch of Oldman river.



[Photo A. Knechtel, 1910.

PLATE 3.—Riding Mountain Forest Reserve Fire-line on East Boundary of Reserve, showing Iron Stake marking Boundary.

[Photo A. Knechtel, 1909.
PLATE 4.—Moose Mountain Forest Reserve, Sask. Shore of Fish Lake.



[Photo A. Knechtel.
PLATE 5.—Moose Mountain Forest Reserve. Seed Beds in Nursery, July, 1910.

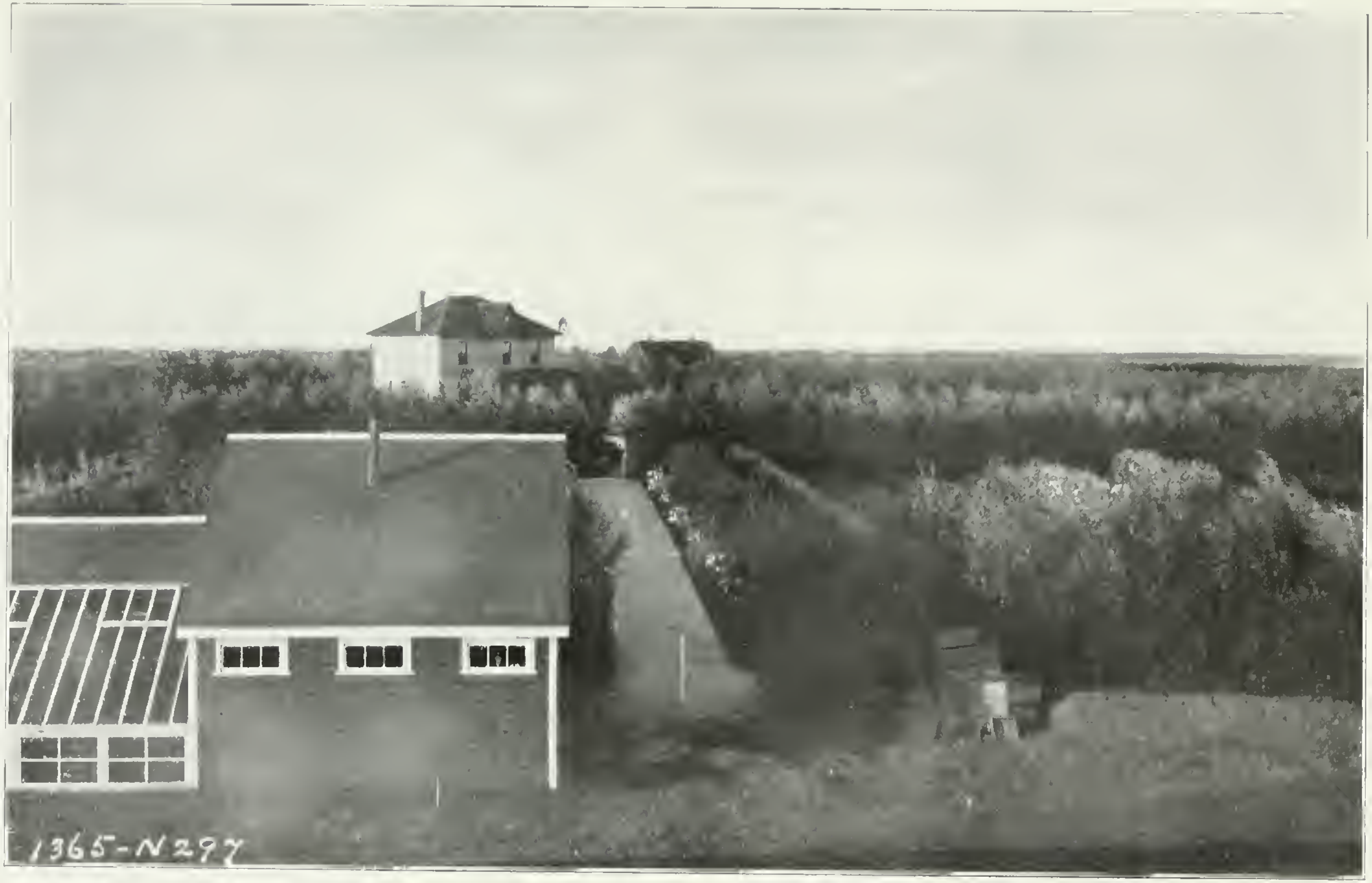
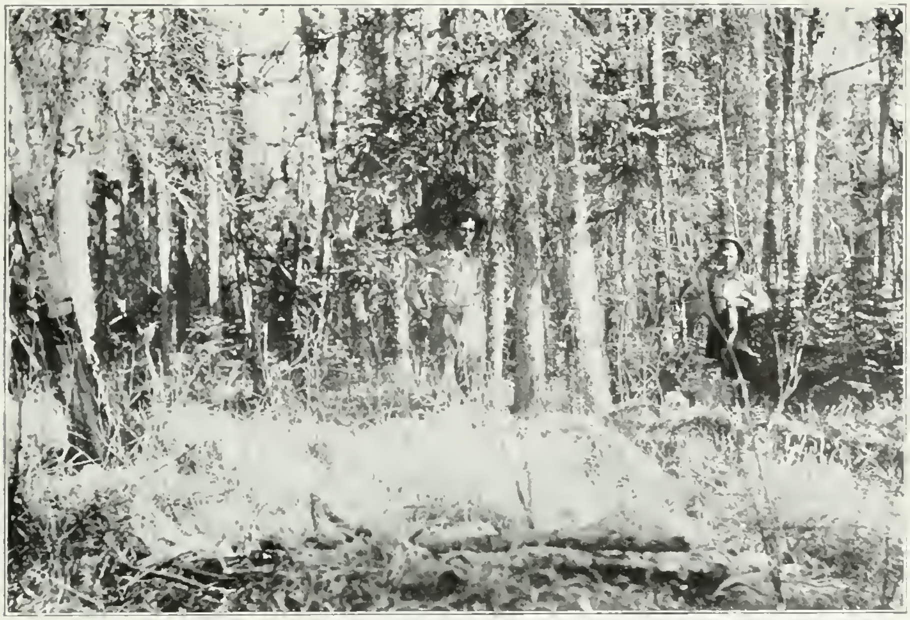


Plate 6.—Forest Nursery Station, Indian Head, Sask., August, 1910.

[Photo N. M. Ross.

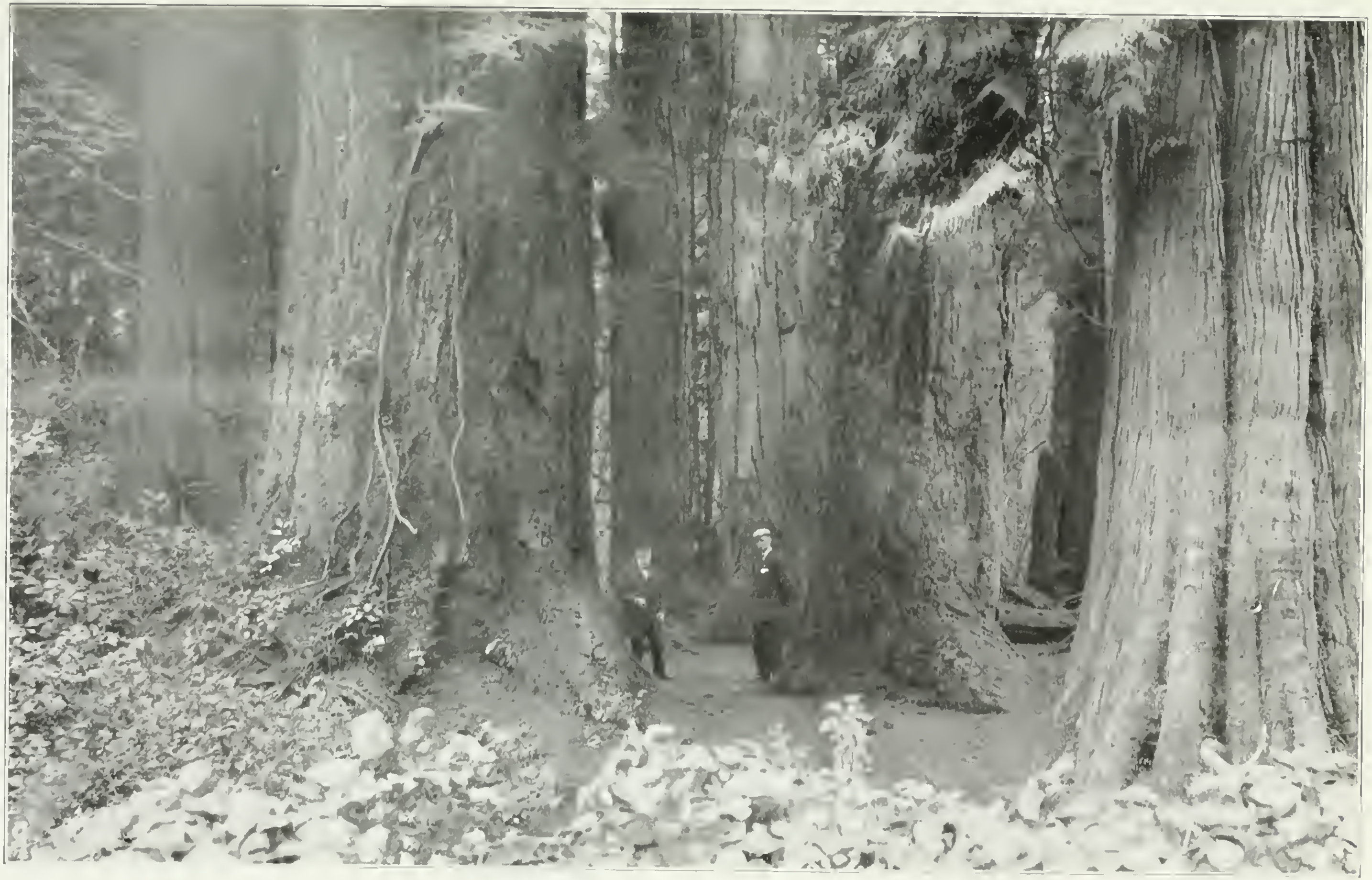


[Photo J. R. Dickson, 1910.

PLATE 7.—Spruce and larch (tamarack), of pole size, between The Pas, N.W.T., and Lake Winnipeg. (Spruce flat type).

[Photo J. R. Dickson, 1910.

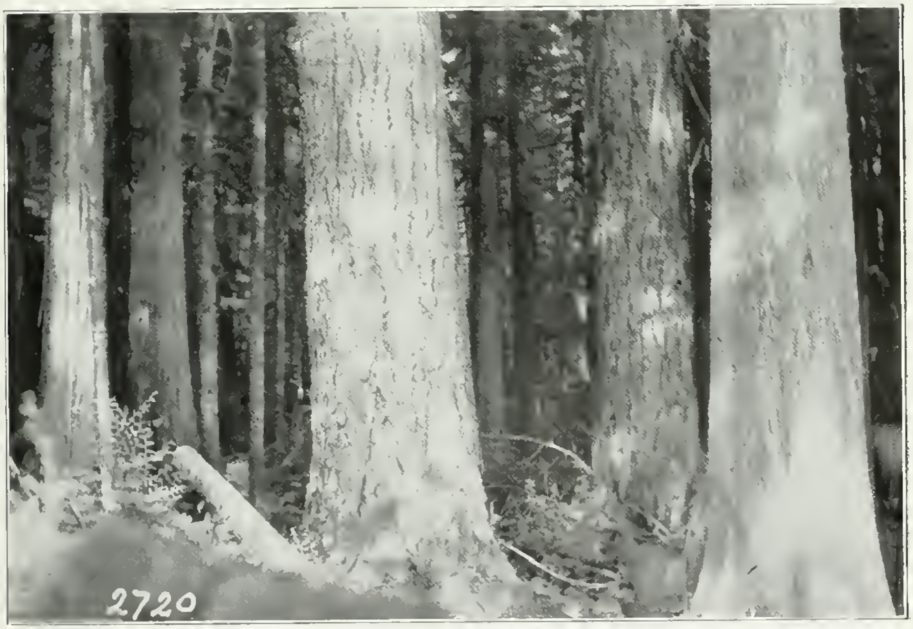
PLATE 8.—Mixed Muskeg (Tamarack and Black Spruce), Mitishto river, N.W.T.



[Photo A. Knechtel, 1910.

PLATE 9. Douglas Fir and Western Cedar in British Columbia.

[Photo H. C. Wallin, 1910.
PLATE 10.—Large Douglas Fir Log (small end) near Ruskin, B C.



[Photo H. C. Wallin, 1910.
PLATE 11.—Timber in Coast District, British Columbia.

[Photo H. C. Wallin, 1910.

PLATE 12.—Douglas Fir and Cedar Timber in Coast District, British Columbia.

[Photo H. C. Wallin, 1910

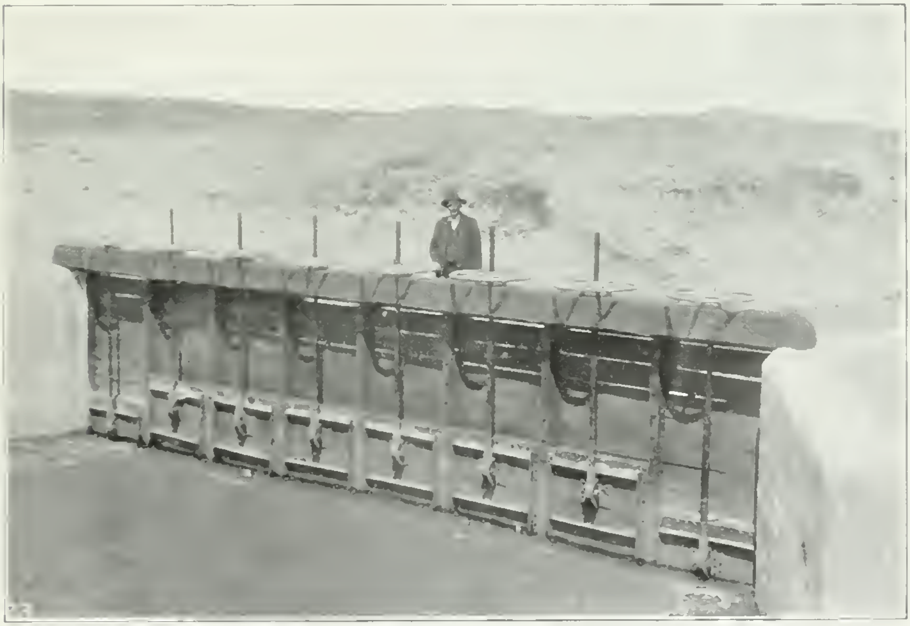
PLATE 13.—Packing on the Trail, Coast District, B.C.

[Photo P. Z. Caverhill, 191

PLATE 14.—Douglas Fir in the Bow River Valley, Alta.

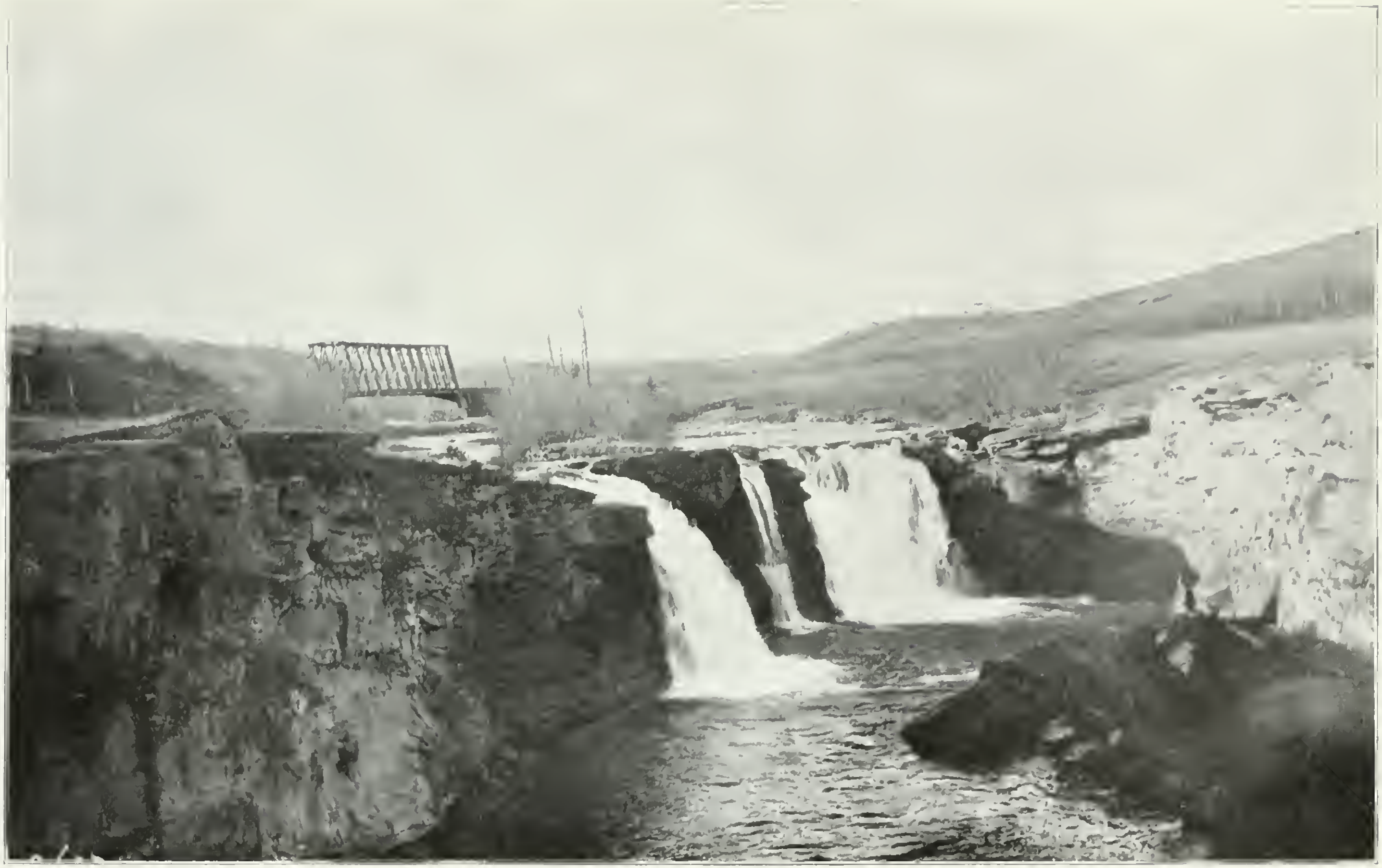
[Photo G. Cromie, 1910.

PLATE 15.—New Road to Squatter's Ranch, Adams Lake, B.C.



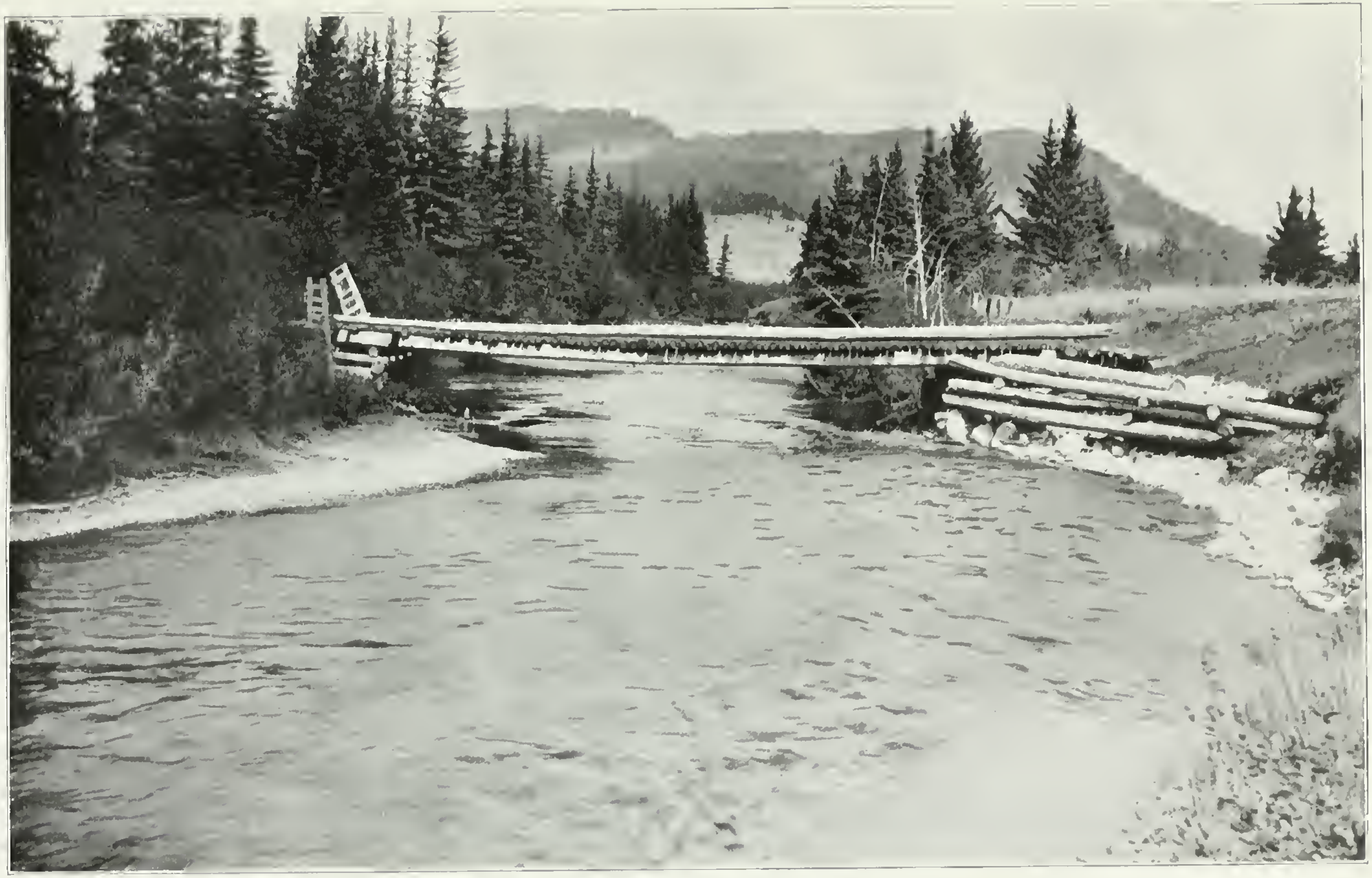
[Photo L. J. Gleason, 1910.

PLATE 16.—Headgate on Alberta Railway and Irrigation Company's Scheme, Milk River District, Southern Alberta.



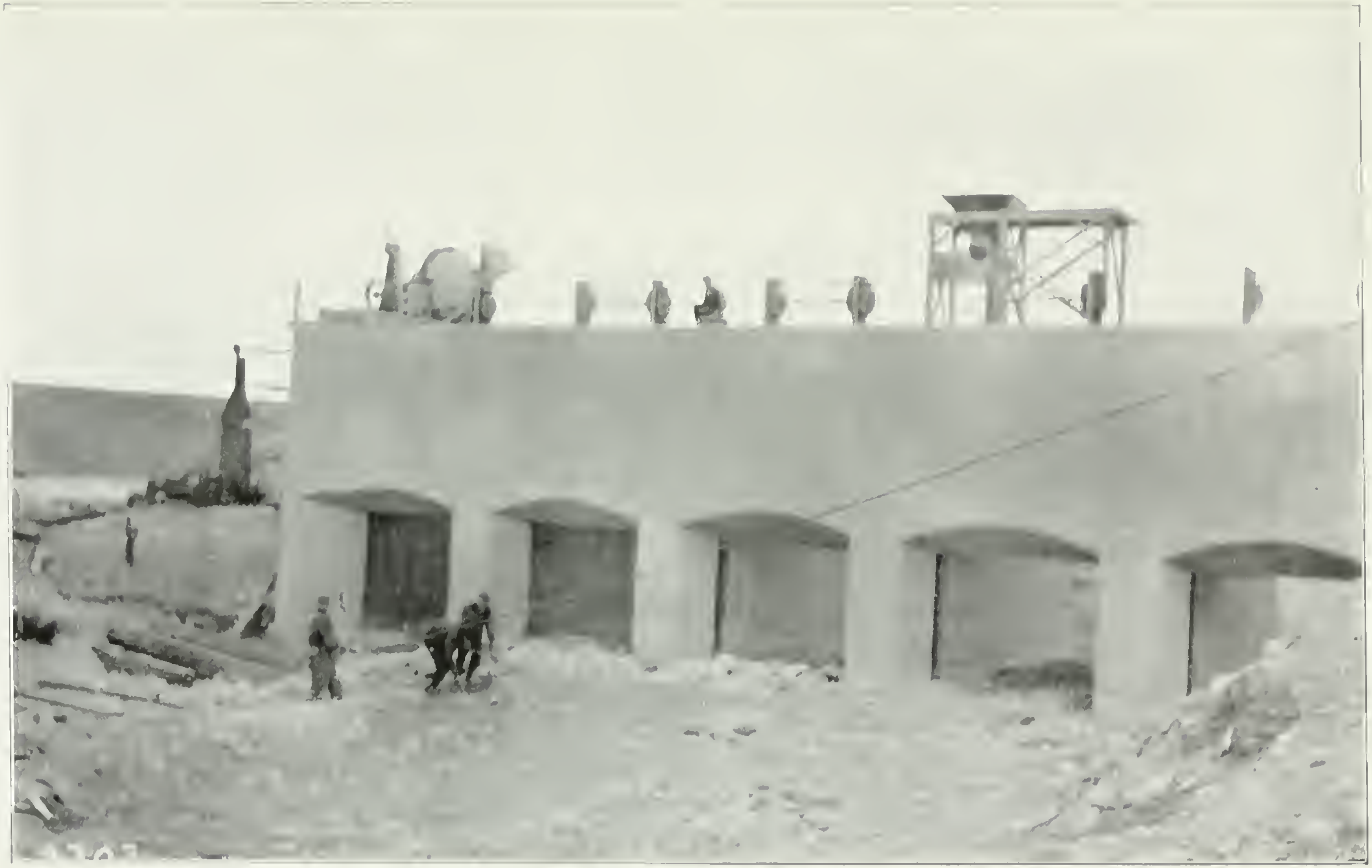
[Photo H. C. Ritchie, 1910.

PLATE 17.—Lundbeck Falls, on Crowsnest river, Southern Alberta.



[Photo H. C. Ritchie, 1910.

PLATE 18. Bridge Used as Regular Gauging station on Crownest River, at Coleman, Alta.



[Photo J. C. Keith, 1910.

PLATE 19. Headgates on Southern Alberta Irrigation Co's ditch. Sec. 31, Tp. 21, Range 25 west of 4th meridian.

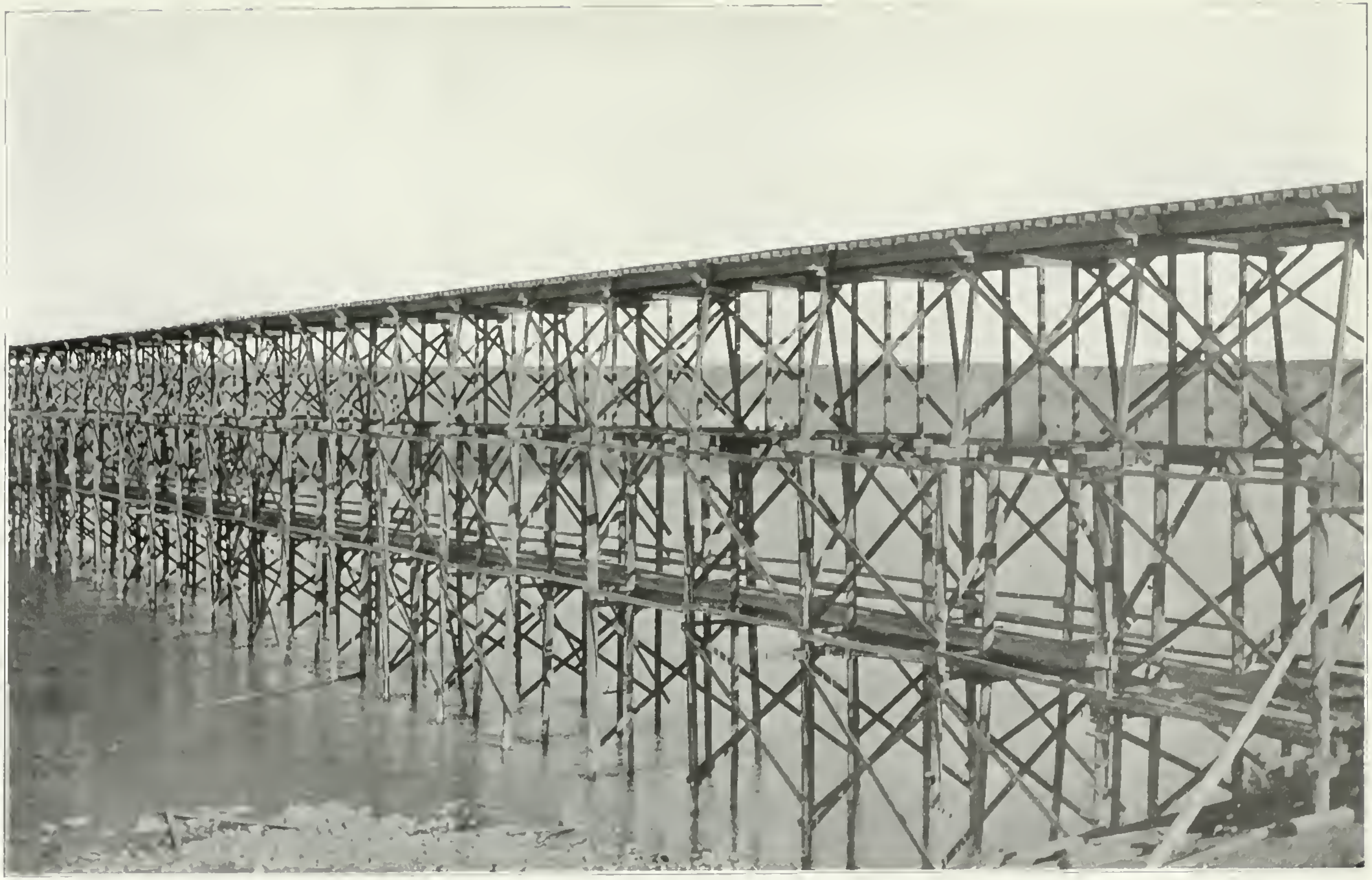


Photo H. R. Carscallen, 1910.

PLATE 20.—C.P.R. trestle across Bow River, Alta., to be Used in Construction of Irrigation Dam.

Author Canada 129189 P. Gov. Doc. Can.

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